RAILROAD

MAY, 1968

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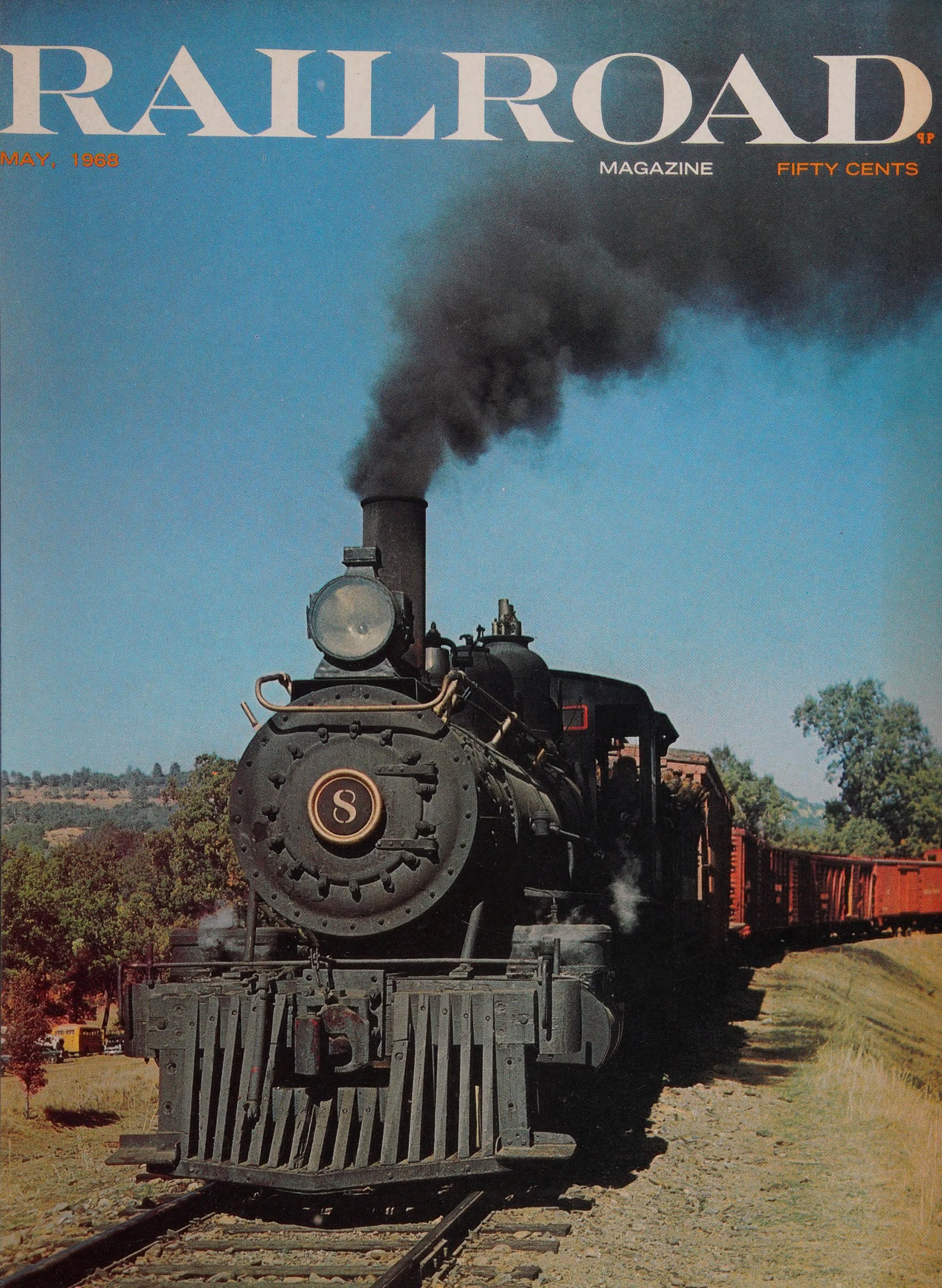

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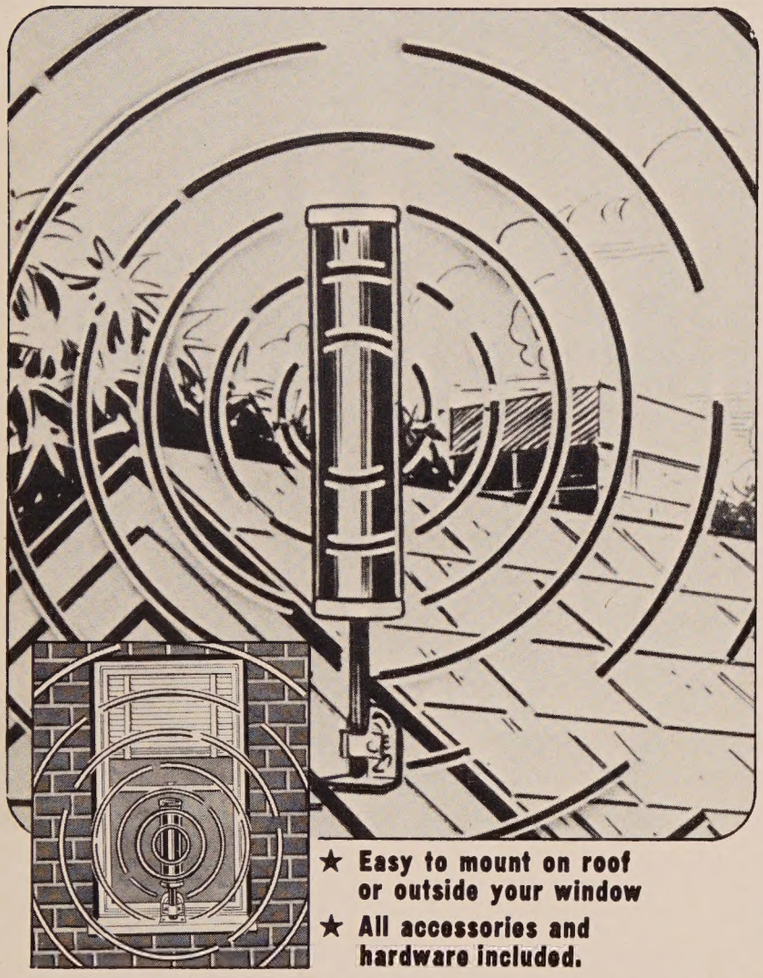

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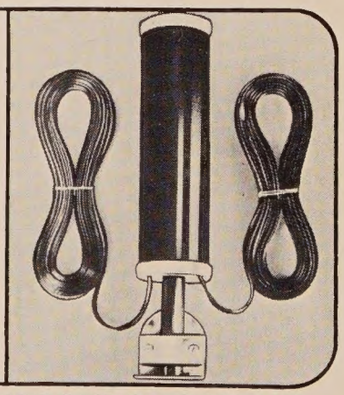

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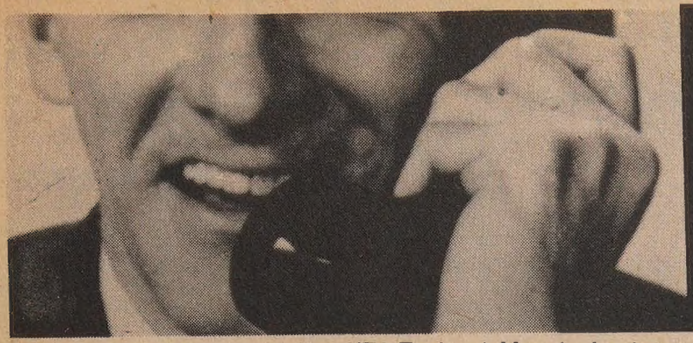

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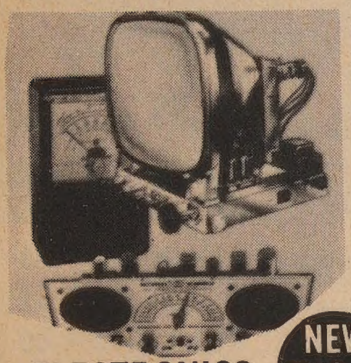

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Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 83, No. 1 MAY, 1968 50 CENTS

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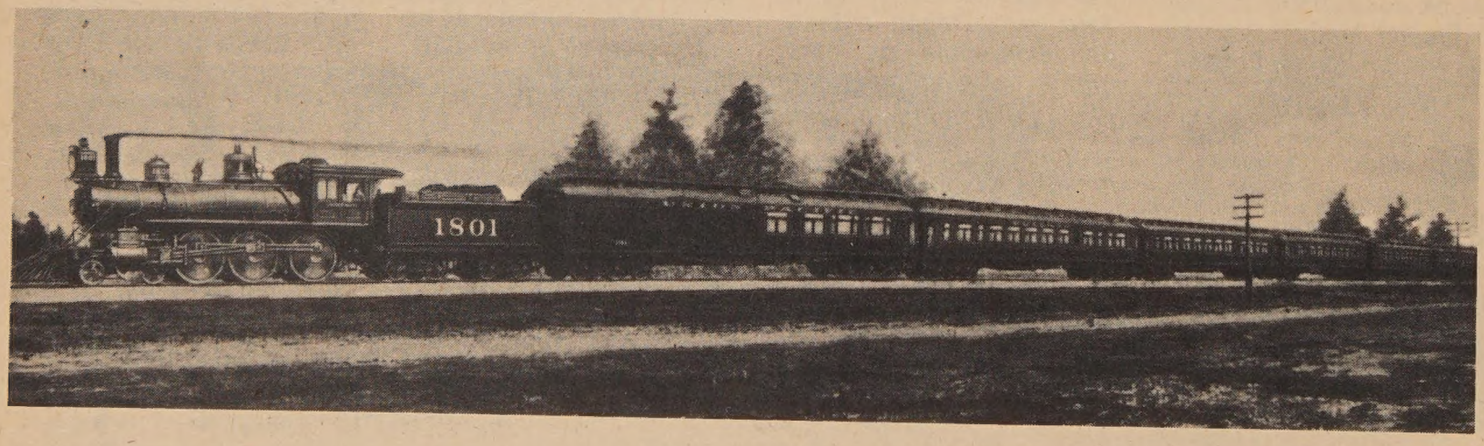
Artist's conception of one of America's leading trains, the old *Overland Limited*, as it looked about 65 years ago. It served, in addition to many other places, Benicia, Calif. (See article on page 18.)



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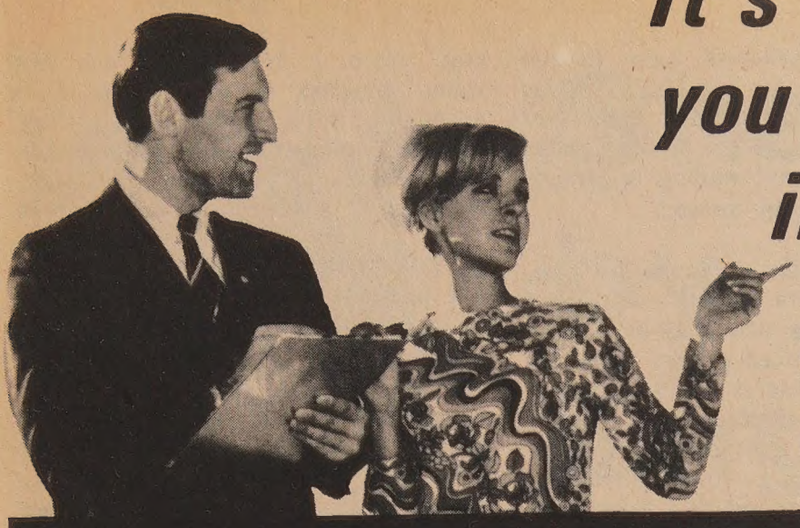
"It's amazing the set up you get in the accident investigation field."



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"I received a good starting salary, a new car, credit cards, expense account and insurance. It's amazing the set up you get in the Accident Investigation field."

Those are the words of a recent Universal Schools' graduate who went to work as a staff investigator for an insurance company. Before stepping into this remarkable field of opportunity, he worked in a factory. He had no experience in Accident Investigation, no college degree.

Yet, he made the jump from plant worker to professional man in a surprisingly short time with the training and help of Universal Schools. There are hundreds of such personal success stories in the files of Universal because . . .

Men Are Urgently Needed

The Accident Investigation field is booming now—everywhere—and getting bigger every day. Here's why: Before this day ends, there will be more than 440,000 accidents and losses of all kinds in all parts of this country and Canada. **And that happens every day!** These accidents must be investigated, reported, settled by trained men. Is it any wonder that more and more men are needed now to handle this tremendous work load?

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Universal Schools provides prompt, effective job placement help in any part of the United States and Canada. More than 1,000 companies have requested and receive our monthly list of graduates. Universal trains and places more men in the Accident Investigation field than any other school. Or, if you would prefer to start your own full or part time business, we will show you exactly how to do it.

Here Is Solid Security And Exciting Variety

Every year the accident rate goes higher as population increases. Just imagine what the daily accident and loss rate will be in 10 . . . 15 . . . 20 years when our population has increased by millions upon millions of people.

And that means security, solid security, for the man who trains now for Accident Investigation. He can look ahead to years of steady, exciting, growing opportunity with no fear of lay off, automation or recession. Good times or bad, accidents and losses will keep right on happening and trained men will be working to keep up with the demand.

3 Career Choices Open To Men Everywhere

1. Company Staff Investigator: As a full time company Investigator, you typically receive top starting pay, a new car, expenses, and free insurance program. **Pay and benefits can equal up to $9,000 a year to start!** Salary reviews and chances for advancement are frequent in this fast-moving business.

2. Work Spare Time: Many Universal graduates keep their full time jobs and earn an extra paycheck every week by taking spare time assignments. Spare time earnings can easily range from $200 to $400 a month and more, plus expenses paid!

3. Be Your Own Boss: Start your own Independent Accident Investigation business in your own home at virtually no cost. Earn up to $1,000 a month and more clear. Some Universal graduates make up to $8 an hour in their own businesses.

Free Book Tells How You Can Qualify

For many years Universal Schools has specialized in training inexperienced men of only average education to step into excellent positions in Accident Investigation. Successful graduates range in age from 20 to 55. Hundreds of Universal trained men are at work right now in all parts of the United States and Canada, enjoying fine incomes, security and prestige in Accident Investigation.

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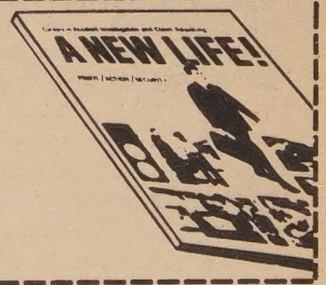


THE MAIL CAR where editors and readers meet

FRONT COVER shows Sierra Railroad Nos. 3 (Rogers, 1895) and 28 (Baldwin, 1923) on a fantrip in the spring of 1961 at Cooperstown, Calif., photographed by Mac Owen, Rt. 1, Box 75-E, Dickinson, Texas 77539. ●

WHEN the Louisville & Nashville was building its Eastern Kentucky Division in 1914, trainmaster P. F. Kesheimer lived temporarily in an outmoded coach parked on a siding. Allen Moore, who was then braking on a work train, recalls that one hot summer day an old hill-billy woman in bare feet and wearing a black sunbonnet came down from the hills to see Mr. Kesheimer.

"Air you the train boss?" she asked.

He admitted being the trainmaster.

"Well," she said, "yore train killed one uh my chickens an' yore gonna pay for it."

Mr. Keesheimer explained that the company's claim agent at Hazard paid for all animals killed on the tracks, but the woman cut him short. "Ef you-all don't pay for my dead chicken here an' now I aim to throw dynamite under yore damn can an' blow it up!"

He asked, "How much do you want for your chicken?" and the hill-billy said sharply, "Fifteen cents." The trainmaster paid up. ●

PERSONALITIES. Paul J. Tierney, new chairman of the Interstate Commerce Commission, says members of the 11-man regulatory board are divided on how best to handle the many railroad merger cases now pending. He himself favors considering mergers on the basis of how they affect large areas of the country but he indicates that the majority prefer to decide each case separately.

Sedgewick N. Wright, who died last January 5th in Rochester, N.Y., at age 90, invented absolute permissive block signaling, centralized traffic control, and NX (entrance-exit) push-button interlocking control, and worked many years for General Railway Signal Co. as an engineer. More than 90 patents were issued to him.

After 67 years of Burlington railroading, Tony Able has finally retired at age 83. His last job was handling 225 train movements a day in Chicago's Union Avenue interlocking tower.

Last winter, when Mrs. Marian Sherriff was in labor pains, a blizzard blocked the highway between her home in Holyhead, England, and the nearest maternity hospital at Bangor, 30 miles away. British Railways came to the rescue. A coach for Mrs. Sherriff was attached to a freight train, the driver (engineer) made the run in 34 minutes, an ambulance stood waiting at Bangor and soon a girl baby arrived.

Automatic train operation — past, present, and future outlook — featured a technical paper delivered by Franklin George, advanced systems planning engineer for General Railway Signal Co., at a recent Railway Management Institute meeting in Washington, D.C. Among the phases he took up was the successful two-year test of a fully automated shuttle train in the New York subway between Grand Central and Times Square. Our own Sy Reich had a leading role in that test.

Mrs. Annie Martin, riding the British Railways, suddenly discovered she was on the wrong train. A note was flung from a coach window, urgent phone calls were made, and then the order went out, "Hold the *Devonshire Express!*" It was held for 22 minutes. The *Devonian* was the train Mrs. Martin should have caught at Derby, but she boarded the *Devonshire Express* instead and had ridden it for several miles when she realized her mistake and explained the situation to a trainman.

"Visiting Kansas City the other day with my wife," writes Glen Myrick, retired railroader, 44 years on the Santa Fe, 1176 King St., San Bernardino, Calif, "I could hardly believe my eyes at what I saw in the waiting room of K.C. station. The old wooden benches have been replaced by colored plastic tub seats painted all colors of the rainbow, as are the radiators. I guess the Santa Fe really does want to lure riders back to the rails." ●

CABOOSES, under new regulations issued by the Illinois Commerce Commission, must be clean, sanitary, and lighted by electricity or other "acceptable means" so that the illumination is steady at desk level when trainmen have writing to do. Furthermore, the caboose must have a stove or other heating equipment and enough fuel to keep it heated to at least 60 degrees from Oct. 1st to May 15th. Windows and doors must be weather-stripped in cold weather and must have screens from May 1st to Oct. 15th when used as sleeping quarters by train crews.

And, for neatness, the Illinois rules require windows on all cabooses that stay in railroad yards to be washed "at reasonable intervals." The commission also has made the "common drinking cup" taboo. It requires hot and cold water showers, "preferably mixed by a mixing valve," and "self-closing" doors on toilets. These rules were devised after hearings at which six unions assisted. ●

NOVEMBER, 1945. World War II had ended and the Korean nationals were liberated from detention camps on the Japanese mainland. Suchon Mo, with his sister and their parents, was among those returning homeward to Korea; and he recalls:

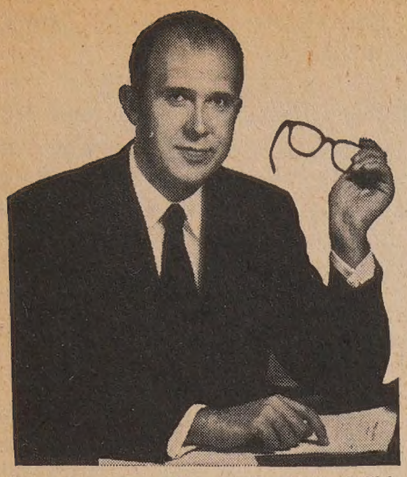
"It was bitterly cold. Pusan's port was so jammed with refugees, I should say close to a million, that we found it almost impossible to board a train. People of all ages crowded in everywhere, densely packed in coaches, boxcars, and even on the car-roofs. But we managed to climb on top of the wood-pile in the tender of the wood-burning engine, despite warnings that the temperature would be down to zero in central Korea and, without shelter, we could freeze to death.

"For about an hour the train jogged along a rough roadbed, with frequent stops and through a half dozen tunnels. By that time the cold had so benumbed me that I began to lose consciousness. Some refugees actually fell to death from the car-tops. My father saved my life by noticing that two hard-working fireman had difficulty in keeping up steam and he offered our help in passing the chunks of wood in return for access to the warm cab at train stops. The firemen agreed. As we handed down the wood, the passing scenes looked very beautiful, the moon was bright, and the frozen mountains and valleys of my native land fascinated me. I will always remember that ride."

The family finally got back home safely. Later, Mo came to America and is now living in Detroit. Another Korean railroad episode comes to his mind.

"At the time I was commissioned in the Korean Army," he writes, "the impoverished Army paid me less than a dollar a month. I hadn't enough money for traveling expenses to my new assignment near the front line. Another officer and I went to the railroad station in hopes of getting a free ride. No luck! Military security forces were guarding all coaches and boxcars. Even the engine pilot was off limits.

"At length we saw an engine steam into the yard pushing an open-top carload of sand. Mounted on the car were two light machine-guns manned by several railroad policemen. We joined them on the car. At first they ignored us and we began to congratulate ourselves. Then the policemen laughed at



Don Bolander, M.A., University of Chicago; B.S., Northwestern University; Director of Career Institute; authority on adult education.

Shamed by your English?

You can soon speak and write like a college graduate if you let me help you for 15 minutes a day.

LET'S BE FRANK

If you've ever been shamed by a mistake in English, maybe I can save you from years of disappointment.

You see, none of us will ever go any farther than our ability to speak and write will let us go.

I have met countless numbers of intelligent men and women who are being held back in their jobs and social lives—often without knowing it—because they couldn't express themselves fully and easily.

What About You?

Could *you* get ahead faster with a command of good English? Just ask yourself these questions:

Even with all your ability and ambition, how long has it been since you had a promotion?

Even with all you have to offer, when people get together at work or at parties, are you the one they listen to?

Be Honest with Yourself

If people are not impressed by the way you speak and write—and, if you're honest enough with yourself to admit it—you have already taken the first big step to success.

The Next Step Is Easy

You can master good English *without going back to school.* Over the years I have helped thousands of men and women to stop making embarrassing mistakes in English, increase their vocabularies, and become interesting conversationalists—*right in their own homes.*

Here's What to Do

I can help you, too, if you will give 15 minutes a day to the Career Institute Method of mastering good English. My answers to the following questions will show you how quickly and easily you can stop being ashamed of your English, and *do* something about getting ahead.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Good English is absolutely necessary for making a good impression and getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read.

Question *Are there other advantages to be gained by acquiring a command of good English?*

Answer Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question *Wouldn't I have to go back to school for a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The unique Career Institute Method quickly shows you how to stop making embarrassing mistakes, gain a colorful vocabulary, write clearly and well, and discover the "secrets" of interesting conversation.

Question *How do I know it works?*

Answer There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question *How long will it take me to learn to speak and write like a college graduate, using your method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells how you can master good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, Dept. 361, 555 E. Lange St., Mundelein, Illinois 60060. No salesman will call.

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us—it was not at all funny. Unwilling to lose our means of transportation by antagonizing them, we paid no attention to it.

"Shortly afterward, as the train proceeded into desolate terrain, the policemen grew tense and pale with excitement. Then we realized the purpose of the sand car. It was meant to be a shock-absorber in case the track was mined, and those policemen were under orders to risk their lives! No wonder they laughed at us for having joined them voluntarily. Our free ride lasted about 12 hours. We did not run into a land mine but it was the most terrifying 12 hours I ever knew." ●

BUSINESS NEWS. Women like travel bargains; 9,400 of them, accompanied by 2,600 more children, took advantage of the Pennsy's "Ladies Day" excursion fares between New York and Philadelphia in 1967 than in the previous year. . . . Other cheerful bits about passenger service in the East: last December the Reading carried 1.2 million riders, its largest monthly passenger volume in 15 years. . . . Philadelphia is learning at last that trains are cheaper than buses for mass commuter travel. E. L. Tennyson, the city's deputy public property commissioner, says it costs 1.65 cents per seat-mile to run a 51-passenger bus but only 1.37 cents per seat-mile for the Reading to operate its *Silverliner* commuter coaches. Nothing strange about that! For the past 25 years Steve Maguire has been pointing out in his department rail travel's superiority over bus travel.

New York Central has signed a lease with an investment group headed by Morris Saady to build an office building over the waiting room in Grand Central Terminal. When completed, the project is expected to give the railroad a net annual rental of about $3.5 million.

The Washington & Old Dominion has ICC permission to abandon its entire 47-mile line between Alexandria and Purcellville, Va., laments Bill Warden of Waynesboro, Va. "Too bad!" he adds. "The W&OD, owned by Chesapeake & Ohio, would have been ideal for rail commuting in automobile-choked northern Virginia." However, a Federal court order is temporarily delaying the abandonment.

Illinois Central has bought over 100 acres of land at Cedars, Miss., south of Vicksburg, on which it will build a new freight car classification yard costing $5 million.

Chicago South Shore & South Bend Railroad has reported a loss of $74,107 last year compared with a profit of $371,325 in 1966.

The affiliated C&O-B&O is getting 3,000 new gondola cars, completion of delivery being expected this June, which will give the combined roads a total of over 16,000 gons.

Railroads are moving at rising speed into "the Cybernetics Age," says Thomas M. Goodfellow, of Washington, D.C., president of the Association of American Railroads, and current developments in the railroad industry "will seem elementary a generation from now," he adds.

Although nearly all RPO cars have been discontinued, the railroads still transport bulk mail in storage cars, piggyback trailers, and other types of containers, William J. Hartigan, Assistant Postmaster General explained in a letter to railfan James M. McDonald, Boonton, N.J. It seems that RPO cars are no longer needed, acording to Mr. Hartigan, "because of better make-up of mail at originating points through use of the zip code, changes in mail transportation patterns under the Sectional Center programs, failure of trains to meet postal objectives because of poor operating schedules, and the use of faster transportation media." ●

BRIEFLY SPEAKING. Jim Shaughnessy's new book, *Delaware & Hudson,* is criticized by the Rev. Albert W. Kovacs, 510 S. Franklin St., Wilkes-Barre, Pa. 18702, on the ground that "it grossly ignores the road's coal traffic and all but omits operation in Pennsylvania, despite the importance of both. Furthermore, his coverage of modern steam power is poor, particularly Camelbacks from their heyday till the steam era ended, and his coverage of rolling stock is still poorer. But I really like his Rutland book."

Regarding an item (Feb. issue) about the Frisco Lines hospital in St. Louis closing down, L. R. Brandt, assistant professor in the Department of Geography at Wisconsin State University, notes that the railroad employes themselves owned and operated this hospital. "The Frisco," he adds, "is, at the moment, the largest railroad in the U.S. without passenger service."

"Photo on page 17 of March *Railroad* couldn't possibly be of the *Broadway Limited,*" writes sharp-eyed George Lovi, 140-35 Beech Ave., Flushing, N.Y. 11355, "since it is obviously an all-coach consist of the Pennsy's classic P-70 coaches. Incidentally, it's eastbound off Rockville bridge over the Susquehanna a few miles north of Harrisburg, Pa., where its K4 will be cut off and replaced with electric power, either a GG1 or P5." It was a fantrip, May 16, 1937, sponsored jointly by our magazine, the Pennsy, and NRHS, recalls Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124.

Distance between Aubrais and Vierzon, France, is only 81 kilometers, not 250 miles as our February issue stated. So says Guy N. Mount, 6 Quibo Lane, Weymouth, England, who has been riding the railways of France, Canada, and U.S. since 1913 and says, "I still don't know how the French run some of their trains so fast."

A small but long-standing venture of East-West German cooperation has come to an end with closing of a freight rail line running through a narrow neck of East German territory. East Germans erected a barbed wire fence across the tracks, claiming the West German railroad had failed to pay for track maintenance.

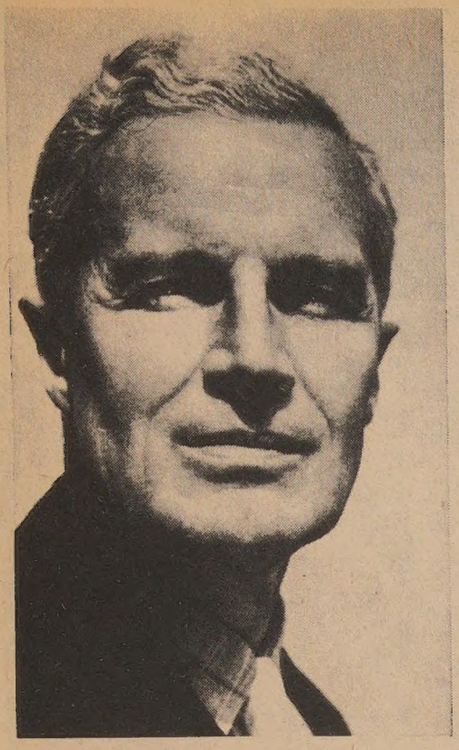
The Brotherhood of Railroad Trainmen won a significant Supreme Court battle in its efforts to bargain with and strike individual railroads and thus avoid national strike threats that invite Government intervention. ●

AT LEAST one of the reasons why so many of our railroads are in their present unhappy financial condition, according to Thomas T. Taber, chairman, of the Board of Public Transportation, Morris County, N.J., is due to their spending far more time, effort and energy in seeking ways and means of saving money by cutting the quantity and quality of the only thing they have for sale—transportation—than they do in trying to attract more traffic through improved service to shippers and public.

Tom asks: "Who is there to guarantee that the savings forecast before a railroad merger will actually be realized in full, after the merger has been consummated? What responsible person can and will guarantee that after merger the traffic handled by the surviving corporation will equal or exceed that of the two separate railroads prior to their merger? Who is charged with the responsibility for checking to see that all pre-merger promises are fulfilled after the ICC has put its blessing on the union?" ●

SOUTHERN PACIFIC is a big railroad with lots of big headaches. Like its fight with the Government over whether it's purposely letting service deteriorate on *The Sunset* passenger train betwen Los Angeles and New Orleans. Or its effort to get California to approve dropping *The Lark,* its night train between L.A. and San Francisco.

So guess which issue currently has the railroad facing some two dozen lawsuits, a contempt citation against its



I'd like to give this to my fellow men...

while I am still able to help!

I was young once, as you may be—today I am older. Not too old to enjoy the fruits of my work, but older in the sense of being wiser. And once I was poor, desperately poor. Today almost any man can stretch his income to make ends meet. Today, there are few who hunger for bread and shelter. But in my youth I knew the pinch of poverty; the emptiness of hunger; the cold stare of the creditor who would not take excuses for money. Today, all that is past. And behind my city house, my summer home, my Cadillacs, my winter-long vacations and my sense of independence—behind all the wealth of cash and deep inner satisfaction that I enjoy—there is one simple secret. It is this secret that I would like to impart to you. If you are satisfied with a humdrum life of service to another master, turn this page now—read no more. If you are interested in a fuller life, free from bosses, free from worries, free from fears, read further. This message may be meant for you.

By Victor B. Mason

I am printing my message in a magazine. It may come to the attention of thousands of eyes. But of all those thousands, only a few will have the vision to understand. Many may read; but of a thousand only you may have the intuition, the sensitivity, to understand that what I am writing may be intended for you—may be the tide that shapes your destiny, which, taken at the crest, carries you to levels of independence beyond the dreams of avarice.

Don't misunderstand me. There is no mysticism in this. I am not speaking of occult things, of innumerable laws of nature that will sweep you to success without effort on your part. That sort of talk is *rubbish!* And anyone who tries to tell you that you can *think* your way to riches without effort is a false friend. I am too much of a realist for that. And I hope you are.

I hope you are the kind of man—if you have read this far—who knows that anything worthwhile has to be *earned!* I hope you have learned that there is no reward without effort. If you have learned this, then you may be ready to take the next step in the development of your karma—you may be ready to learn and use the secret I have to impart.

I Have All The Money I Need

In my own life I have gone beyond the need of money. I have it. I have gone beyond the need of gain. I have two businesses that pay me an income well above any amount I have need for. And, in addition, I have the satisfaction—the deep satisfaction—of knowing that I have put more than three hundred other men in businesses of their own. Since I have no need for money, the greatest satisfaction I get from life is sharing my secret of personal independence with others—seeing them achieve the same heights of happiness that have come into my own life.

Please don't misunderstand this statement. I am not a philanthropist. I believe that charity is something that no proud man will accept. I have never seen a man who was worth his salt who would accept something for nothing. I have never met a highly successful man whom the world respected who did not sacrifice something to gain his position. And, unless you are willing to make at least half the effort, I'm not interested in giving you a "leg up" to the achievement of your goal. Frankly, I'm going to charge you something for the secret I give you. Not a lot—but enough to make me believe that you are a little above the fellows who merely "wish" for success and are not willing to sacrifice something to get it.

A Fascinating and Peculiar Business

I have a business that is peculiar—one of my businesses. The unusual thing about it is that it is needed in every little community throughout this country. But it is a business that will never be invaded by the "big fellows." It has to be handled on a local basis. No giant octopus can ever gobble up the whole thing. No big combine is ever going to destroy it. It is essentially a "one man" business that can be operated without outside help. It is a business that is good summer and winter. It is a business that is growing each year. And, it is a business that can be started on an investment so small that it is within the reach of anyone who has a television set. But it has nothing to do with television.

This business has another peculiarity. It can be started at home in spare time. No risk to present job. No risk to present income. And no need to let anyone else know you are "on your own." It can be run as a spare time business for extra money. Or, as it grows to the point where it is paying more than your present salary, it can be expanded into a full time business—overnight. It can give you a sense of personal independence that will free you forever from the fear of lay-off, loss of job, depressions, or economic reverses.

Are You Mechanically Inclined?

While the operation of this business is partly automatic, it won't run itself. If you are to use it as a stepping stone to independence, you must be able to work with your hands, use such tools as hammer and screw driver, and enjoy getting into a pair of blue jeans and rolling up your sleeves. But two hours a day of manual work will keep your "factory" running 24 hours turning out a product that has a steady and ready sale in every community. A half dollar spent for raw materials can bring you six dollars in cash—six times a day.

In this message I'm not going to try to tell you the entire story. There is not enough space on this page. And, I am not going to ask you to spend a penny now to learn the secret. I'll send you all the information, free. If you are interested in becoming independent, in becoming your own boss, in knowing the sweet fruits of success as I know them, send me your name. That's all. Just your name. I won't ask you for a penny. I'll send you all the information about one of the most fascinating businesses you can imagine. With these facts, you will make your own investigation. You will check up on conditions in your neighborhood. You will weigh and analyze the whole proposition. Then, and then only, if you decide to take the next step, I'll allow you to invest $15.00. And even then, if you decide that your fifteen dollars has been badly invested I'll return it to you. Don't hesitate to send your name. I have no salesmen. I will merely write you a long letter and send you complete facts about the business I have found to be so successful. After that, you make the decisions.

Does Happiness Hang on Your Decision?

Don't put this off. It may be a coincidence that you are reading these words right now. Or, it may be a matter that is more deeply connected with your destiny than either of us can say. There is only one thing certain: If you have read this far you are interested in the kind of independence I enjoy. And if that is true, then you must take the next step. No coupon on this advertisement. If you don't think enough of your future happiness and prosperity to write your name on a postcard and mail it to me, forget the whole thing. But if you think there is a destiny that shapes men's lives, send your name now. What I send you may convince you of the truth of this proverb. And what I send you will not cost a penny, now or at any other time.

VICTOR B. MASON
1512 Jarvis Ave., Suite M-7-ED
CHICAGO, ILLINOIS 60626

New York, Chicago & St. Louis (Nickel Plate) 2-8-4 No. 779 crossing Cuyahoga River out of Cleveland with 121 cars, Jan. '58.
Photograph by Peter J. Eisele, 1496 East 221st St., Euclid, Ohio

president and published barbs equating its chief counsel with campus radicals? The answer is neither. It is parking lots and a question of adding all of $147,000 to the railroad's $930 million annual revenue.

SP carries some 12,000 passengers daily on 44 commuter trains along the 47-mile stretch between San Francisco and San Jose, to the south. These commuters, often making split-second connections, always have been provided with free parking in 17 of 18 Southern Pacific lots. Always, until last June.

Then, SP began posting a 35¢-a-day parking charge. Stated reason: the money would help spruce up all the decaying lots as well as pay annual taxes of $86,000 on the land. (The company has charged 25¢ in one lot since 1959.)

Reaction was swift. Many commuters began to abandon their cars at the lots without paying, either in protest against the fee or because they felt they were going to miss their trains if they fumbled for change. Cities along the route filed suits against the company. And the state Public Utilities Commission ordered the railroad to stop the charges.

Southern Pacific, however, ignored the order. The commission, in turn, issued the contempt citation against Benjamin F. Biaggini, the carrier's president. The PUC staff also asked that the railroad be fined $22,000. And that's the story to date, as told by Thomas B. Carter in *The Wall Street Journal*. ●

Pen Pals Wanted

Otto Weiss, 32-52 34th St., Long Island City 6, N.Y., corresponds with those interested in coal mine rrs. and trolleys of Pennsylvania coal country; also Wilkes-Barre & Hazleton RR., Rutland, Buffalo Creek & Gauley, et al. Answers all mail.

Martha Bess, (15), 755 Madison St., Conneaut, Ohio.

Paul Willis, Woodcrest, Rifton, N.Y. 12471, wants to hear from those interested in trolley museums and models.

David Bullis, S.A. B430039, USS Denebola AF—56, F.P.O. New York 09501.

Mrs. Shirley J. Cox (33), 319 Illinois, Mattoon, Ill. 61938.

Mrs. Joan St. Marie (36), 311 Cromwell St., Sarina, Ont., Canada.

Mrs. Helen M. Dieck (37), 105-68 130th St., Richmond Hill, N.Y. 11419.

Irea Miller (16), Box 103, Buffalo Mills, Pa. 15534.

Debbie Peano (14), 1810 Wilkenson Ave., Marquette, Mich. 49855.

Joanne White (19), and sister, Michelle (14), of 1413 Haines Rd., Duluth Minn. 55811, collect foreign picture postcards.

Terry Lubcke (17), 719 Nectarine St., Nampa, Idaho 83651.

Mrs. F. C. Enternmann, 24 Smith St., Waldwick, N.J. 07463.

Peggy Haynie, 1900 Fourth Ave., Council Bluffs, Iowa 51501.

Ronald V. A. Studebaker, AF 18820643, 821st Security Police Sq., Box 279, Ellsworth AFB, S.D. 57706.

SP-4 Samuel R. Porter, U.S. 66000031, 402nd Trans. Co. TT, APO, San Francisco 96307.

Ken Graves, VA-147, FPO, San Francisco 96601, U.S. Ranger.

Larry E. Blevins, 2181649, H&HS Crash Crew, FPO, San Francisco 96664.

SP-5 Tim Hughes, RA 19869880, HHC 3rd B.N. U.S. A.O.C.E.S. Box 1-2 A.P.G. Maryland 21005.

Mrs. Jo Danko, 3404 Cypress Av., Cleveland. Ohio 44109—a rail widow, wishes to correspond with railroaders.

John M. Ryan, 15 Emerson St., East Weymouth, Mass. 02189.

Susan Hicks (16), Rt. 2, Box 213, Ashland, Ky. 41101.

Shirley Swift (19), 405 Waddle St., Greenfield, Ohio 45123.

Bruce Losey (29), Rt. 3, Box 390, Hayward, Wis. 54843.

Michael C. Migliaccio (15), 1145 S. 61st., Philadelphia, Pa. 19143.

Dianne S. Beach, RR 1, Elliston, Ky. 41038.

Sharon Emerick (18) and Wilma (17), Fairhope, Pa. 15538.

Mrs. Pearl R. Dile (56), 209 S. Noland, Apt. 3, Independence, Mo. 64050.

Arshad Javid, Room 28, Broome Hostel, King Edward Medical College, Lahore, West Pakistan.

Owena Champlin, 509 S. 21st St., Council Bluffs, Iowa 51501.

Carm Sommo (28), 33 Dix Ave., Glens Falls, N.Y. 12801.

Pam Barnhill (15), Rt. 1, Melber, Ky. 42069.

Paula Burgess (15), Rt. 2, Mayfield, Ky. 42066.

Elaine Paschall, Rt. 1, Melber, Ky. 42069. ●

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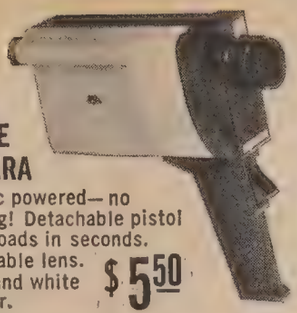

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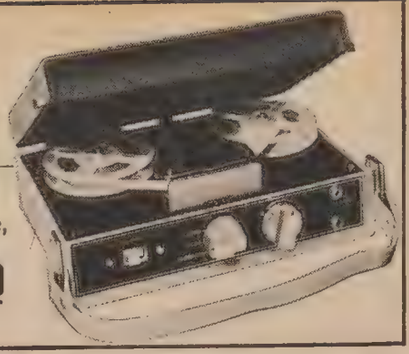

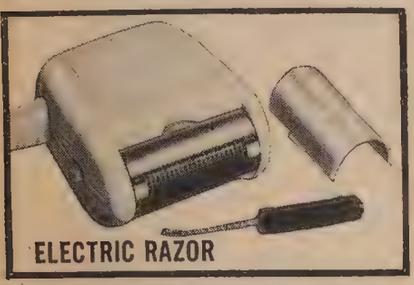

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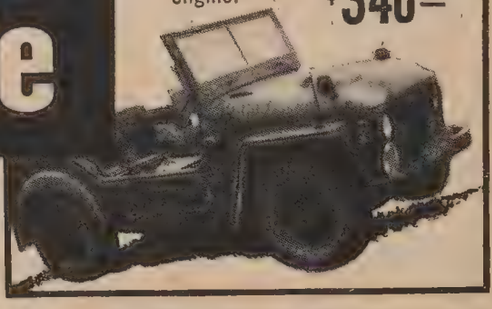

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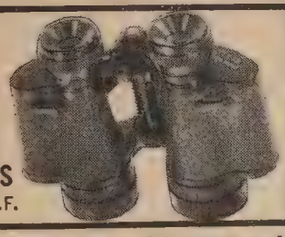

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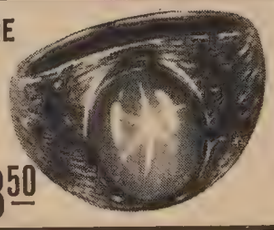

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Magnificent design to add excitement to any occasion! Dramatic front with broad panels of embroidered lace with black underlay. Lace again at the French cuffs. Superbly made of fine Sanforized combed cotton.

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Sizes 14 to 16½. Sleeves 32 to 35.
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ITALIA **$16.95**

Bright and lively is this new Italian import, available in Seven handsome ways. Fastens with strap and buckle over a graceful kiltie tongue that points to bold perforations at the toe. A superb style to attract admiring glances!

3177 Black Grain
3178 Brown Grain
3207 Black Suede
3208 Brown Suede
3258 Black Calfskin
3211 Navy Calfskin
3212 Burgundy Calfskin
Sizes 6 to 13, medium width

Cut-outs from Italy **$14.95**

Brilliant Italian design in FIVE handsome colors, with the graceful beauty of the Molded leather sole that curves right into the upper. Richly grained leather, fine hand stitching all around.

3357 Black.
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Now . . . California designed the Double Breasted Slack Suit — a flattering style to make you look and feel wonderful! The smart jac-shirt is bright with its golden buttons — handsome with its long collar points — comfortable with its soft fabric of specially processed 100% rayon. Slacks to match make a slack suit you'll wear with pride and pleasure. For finished bottoms, add $1.00 and give inseam measure.

A172 Burnished Gold
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A174 Teal Blue
Shirt sizes S, M, L
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To order, simply pick your styles and mail check or money order for the amount — we pay the postage. For C.O.D. shipment, send $2.00 deposit for EACH item — you pay the postage. Your Satisfaction is GUARANTEED . . . any item may be returned unworn for refund. No C.O.D. to APO, FPO.

PHOTOS

Of The Mon

Northern Pacific 2-8-2 No. 1826, class W-3, hauling local freight between Tacoma and Auburn, Wash. 1955.

W. W.
4423 North
Tacoma

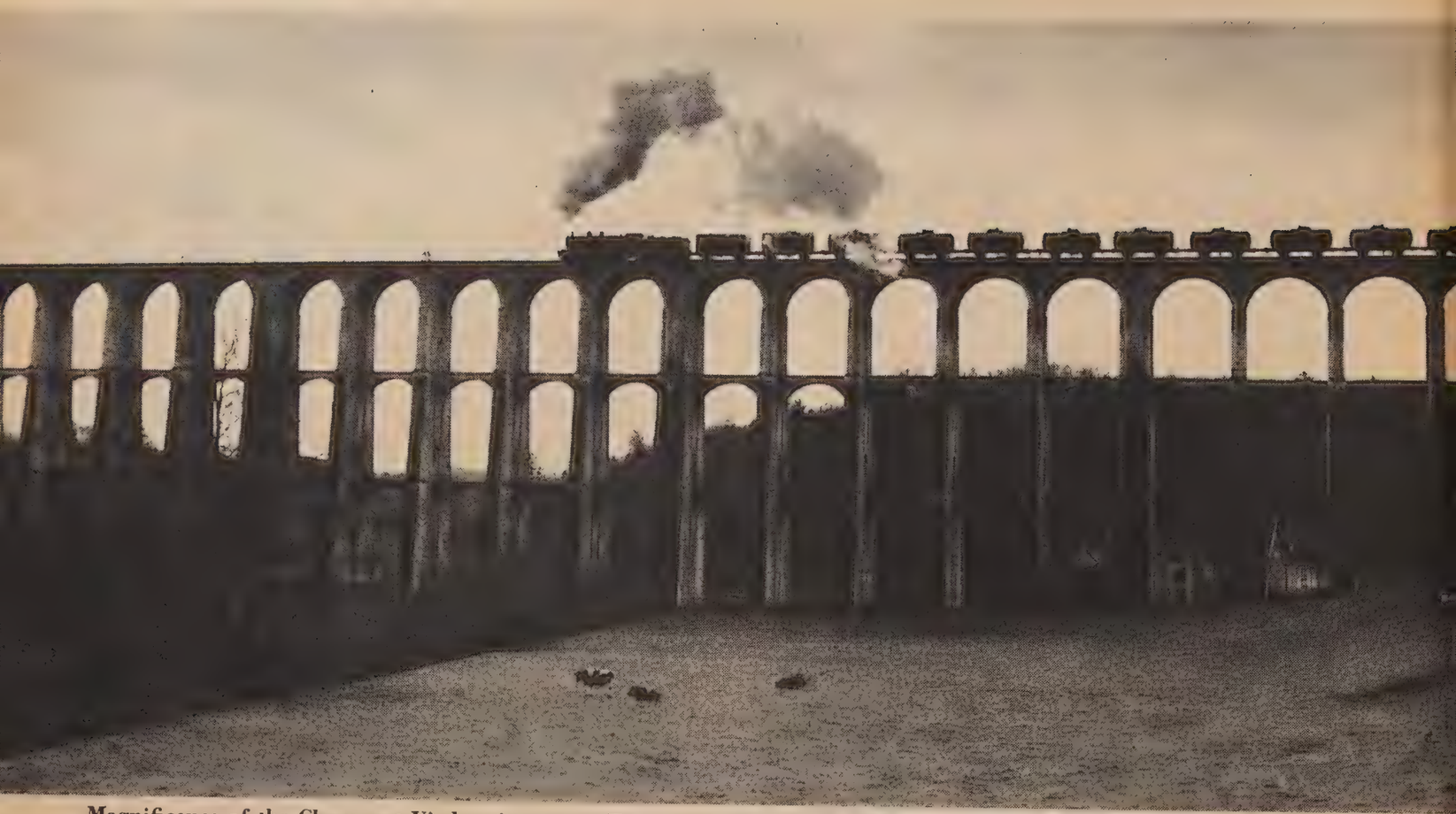
New York Central and PRR tugboat operations in the New York area have been combined now that the companies are merged. However, the extent of tug and float operations is diminishing. (Left) Inside pilot house of one of NYC steam tugboats, a vanishing breed. (Right) Ed Lipani secures hawsers of a car float at Manhattan's West Side freight yards.
Both photos by Roger Arcara

Long Island Rail Road trackman Ray Solomon has trained himself to detect invisible defects by sound. If he taps a rail joint with his track wrench and doesn't like what he hears, the rail is replaced. LIRR Track Department has highest regard for his judgment. Long Island Rail Road photograph

Dining-car galley of Great Northern's *Western Star*, November 1967. Passengers seldom see the operation of compact diner kitchens. Michael A. Eagleson, 286 Washington St., Glen Ridge, N.J.

Louisville & Nashville Railroad

L&N's "piggyback" terminal at Atlanta, Ga., has 50-ton gantry crane (lower left) on rubber tires; it runs anywhere in yard.



Magnificence of the Chaumont Viaduct in eastern France is accentuated by French National Railways 2-8-0 and 4-wheeled tank cars. December 1965.

Capt. J.M. McMillan, HHC, 83rd Engr. Bn., A.P.O. New York 09176

William D. Middleton photograph

Oahu Ry. & Land Co. No. 12, an outside-frame 0-6-0 (Manchester, 1912) on display at Bernice Bishop Museum, Honolulu.

Former Lehigh Valley station at Ithaca, N.Y., is now a restaurant called "The Station", as was noted on page 46 of our January issue. (Above) Elegant station clock graces entrance. (Below) Interior retains oldtime railroad appurtenances.
Both photos by Ed Wojtas

CB&Q industrial department secretary Jan Inlow, of 359 Seminary Ave., Aurora, Ill. 60505, examines the first commercially-produced HO-gage model of the original Burlington *Zephyr*, available from Pacific Traction, Box 17133, San Diego, Calif. 92117, for $89.95. Jan's father, T. W. Wigton, was radio operator on the *Zephyr's* famous non-stop run from Denver to Chicago in 1934; we expect to publish his recollections soon.
Courtesy of Chicago, Burlington & Quincy Railroad

Former Canadian Pacific No. 1286, a 4-6-2 built in 1948 by Canadian Locomotive Co., now owned by George Hart and used for High Iron and other fantrips.
Photo taken at Hanover, Pa., by Vincent Alvino, 222-04 41st Ave., Bayside, N.Y.

Benicia depot in its heyday, with typical activity seen as a train approaches. Compare this with modern view on facing page.
All pictures from collection of Richard M. Murdock, 346 Valley View Dr., Pleasant Hill, Calif. 94523

MEMORIES OF THE OLD BENICIA DEPOT

by RICHARD M. MURDOCK

A SYMBOL of yesteryear, it stands today as a typical oldtime railroad depot. Time has washed on by and left it alone—drab, weather-blackened, and empty. No longer does its once-busy area in Benicia echo the activities of high-stepping transcontinental "varnish," fan-tailed switchers, hot-shot freights and peddlers, train-ferries, bistros and Chinese lottery, ladies of the night and waterfront bums. Most of these disappeared long, long ago.

Benicia is now a quiet, circumspect town of a few thousand inhabitants on the northern shore of the foam-chopped brownish waters of Carquinez Strait. Like the depot, it is steeped in colorful history. Founded 1847, the town was California's capital for a year, beginning early in 1853, and boasted the state's first capitol building, which still stands but as a museum displaying, among other things, a round-bellied, woodburning, iron stove from the station.

Records of the depot's age are cloudy. Edwin G. Dalton recalls when a smaller station occupied a site about midway between the present structure and the old Southern Pacific Railroad pier. After SP had replaced part of the wooden wharf with solid fill, a new frame depot was erected, between 1898 and 1902. A bit earlier, in the vicinity, a major sporting contest took place on a huge offshore barge: "Gentleman Jim" Corbett and the bulkier Joe Choynsky slugged one another ruthlessly before a noisy crowd. By knocking out Joe in the 28th round, Gentleman Jim opened his way to a world championship.

Ashore was daily excitement of a different nature. All transcontinental trains out of San Francisco did more than just pause in Benicia, for 100 yards or so west of the depot rose train sheds and ferry slips from which the all-time largest train-ferries, the *Contra Costa* and *Solano,* plied the treacherous currents of the Strait to and from Porta Costa. On both shores, before and after the trip, passenger trains were cut up and reassembled.

Among the earliest recorded events at the second depot was the Southern Pacific's abandonment of its time-honored pay-car system in Benicia on July 24, 1903. For at least fifteen years longer pay-cars continued to run elsewhere in the United States, and still longer in Canada; and even today, below the Rio Grande, there's one in regular service on the National of Mexico. A news item in 1903 stated: "The change is agreeable to the majority, and the Company hopes the new system will encourage the men to save." A contributing factor to this change could have been the fact that, regardless of where the pay-car was spotted in Benicia, it was in close proximity to bars, bawdy houses, and gambling dens.

Just behind the station on East A Street you could have entered the swinging doors of Jorgenson's saloon

or the red-curtained and gaudily decorated Depot Rooms, the latter being a girlie joint that persisted until the 1950's. Steve DeBeneditti, a local historian, has a vivid memory of Jorgenson's. He also remembers the late Jack London, a famous author who immortalized Benicia in two of his books.

"His hangout was Jorgenson's," Steve writes. "I first saw Jack near the depot on a hot summer day in 1912. He came ashore from a sloop wearing soiled duck trousers, sleeveless shirt, and the most atrocious yacht cap I ever saw. Looked like anything but a writer. Of course, I didn't know then that he was one."

Other big names associated with Benicia were the poet Stephen Vincent Benet, son of a commander at the town's Arsenal, and picaresque Wilson Mizner, who is best remembered for having quipped: "Be nice to newspapermen on your way up, because you will meet them again on your way down."

William H. Dwyer, the station's first agent, who lived upstairs with his wife and three children, sought more passenger business for his company by inserting ads like this in the town's *Herald*: "Strike While the Iron Is Hot! Take advantage of the very low rates from the East now in effect. If you have a friend or relative whom you want to bring to California, deposit the money with us and we will do the rest. Southern Pacific is the cheapest and best route. Wm. Dwyer, agent at depot."

Back of Benicia depot (at left, facing town) and west end in a recent view.

IN THOSE DAYS the SP really wanted passengers. At the time of the great San Francisco earthquake and fire in 1906, Benicia train-boards were listing arrivals of the Sacramento Local, Oregon Express and Atlantic Express, Overland Limited, Sacramento & Oroville Passenger, Sacramento Passenger, and the night Oregon Express, daily between 8:55 a.m. and 10:10 p.m., plus an equal number of outgoing trains. Oldtimers recall the sky alight to the west for three nights following the quake. Indeed, San Francisco was burning, but at the Benicia depot it was business as usual.

When passenger traffic reached its peak in the prosperous 1920's, with Prohibition in full swing, the boards listed even more trains. But never did Benicia know the thunder of SP's mightiest steam power. You see, 2400-class Pacifics were the biggest engines allowed on the train-ferries, while Moguls in the 1600's and 1700's hauled freight. Eight- and ten-wheelers headed the varnish prior to introduction of the Pacifics.

From their cozy living quarters above the depot, the Dwyers had a magnificent view of Southampton Bay, the busy waterfront, grain-laden ships, and schooners, and the two unashamed houses of prostitution just across the tracks (later moved discreetly behind the station). The whole area teemed with life. To the east they saw the turntable, the water tank, frame section houses, and remnants of the old Pacific Mail docks adjacent to where the Yuba Manufacturing Company now stands. The giant Kullman-Salz tannery squatted north of the tracks, employing 500 workers the year round.

Also visible to the Dwyers were the houseboats of the Greek fishermen sandwiched between the industrial waterfront buildings. So were the G.W. Hume cannery and Isleton creamery. Using the slogan, "Isleton Butter, the Fat of the Land," the creamery made daily shipments by SP boat to the San Joaquin Valley and, in fact, shipped tin-lined boxes of butter clear to Hawaii!

Thus hundreds of workers of both sexes were employed in the few square blocks centered by the railroad depot, creating lively days and somewhat lurid nights. Just up First Street stood

No longer the bawdy house of ribald memory it once was, the Depot Rooms appears innocuous enough in these recent photos. Its proximity to Benicia depot is obvious in the right-hand view, made from almost the same angle as old sketch on page 18.

such well-patronized places as the Blither House (currently Alamo Galleries); the Washington Hotel, which was a speakeasy during the Prohibition era; a gambling parlor, and a girlie establishment known to many male travelers.

The big annual event was the arrival of the Ringling Bros. and Barnum & Bailey Circus train, which at one time had as many as 100 cars operated in four sections. There were dozens of elephants, and scores of horses, zebras, camels; numerous smaller beasts; shapely bareback riders and tightrope walkers clad in what would now be termed miniskirts. Also the red-jacketed, top-hatted ringmaster; and clowns, freaks, musicians, animal trainers, and roustabouts —indeed, a whole army with its glittering equipment. Regardless of what hour of day or night this caravan of dreams rolled into Benicia, a vast crowd gathered near the depot to watch the details of unloading. Little boys earned coveted passes into the show by toting endless pails of water for the huge, thirsty elephants.

A story is told of the presentation one evening of a high silk hat to an Irish switchman for his so-called careful handling of circus stock cars pulling into Benicia. (The hogger or conductor should have been given that award.) Anyhow, the switchman put it on his head with a half-drunken grin and continued working. An agent for the big top spotted him and called out: "Hey, you! Come over here! We could use you in a clown act."

Just west of the depot a complicated series of puzzle switches leading to the trainsheds was considered a switchman's nightmare. "I split my share of them," recalls Hugh "Satch" Curry, now retired and living in Martinez.

In mid-October of 1911 a special train taking the late President William H. Taft eastward paused at the station. Its engine, the 2244, carried the green as first No. 20 and sported fresh black paint, flags, colorful bunting, and a large picture of the Chief Executive on the smokebox door. Standing in the crowd was a happy young switchman with his wife and baby son, Edwin. Minutes before, on the observation platform, Mr. Taft had reached down to hold the infant in his arms—a political gesture which seemed to please the crowd very much. The proud father later became a yardmaster.

So, until the Depression set in, throngs were drawn to the area surrounding Benicia station like steel to a magnet. "In the good old summer time" lovers strolled arm in arm within sight of the depot; kids fished, swam, rode in boats, and dug clams. Just to watch a shore laced with industry, full-time fishermen, trains, workers in many categories, mysterious pleasure houses, gambling halls and gin mills combined to form an exciting panorama. The pungent salt air tingled with action. Screaming gulls wheeled overhead, cutting patterns in the blue sky and dropping suddenly at times to the mud flats to sink their strong beaks into clams or fish. Across the Strait was a vista of tank-dotted hills in Contra Costa County.

TRAIN TIME signaled a fresh flurry. Some passengers dashed around to replenish their dwindling supplies of booze. Drummers lugged their cases of salesmen's samples. Saucy flappers, with bright red lips and excessively rouged cheeks, postured provocatively. Puffing and clanking switch engines reassembled the varnish as the great ferries waited. And a pair of crossing gates, the earliest in that region, bobbed up and down. Tower-operated, they began functioning at about the turn of the century.

In winter, dank fogs spread a blanket of solemn ghostliness over the scene. Horns, bells, and whistles echoed over Carquinez Strait to challenge shore warning devices. Seasoned train-ferry captains felt but seldom showed anxiety over the soupy mist which became so thick that, on occasion, ducks and geese got lost and honked frantically.

The very idea of going to sea on a train was thrilling. Foot passengers also were allowed to ride the ferry boats. A short trip to Porta Costa across the Strait cost a dime. Oldtimers tell of two celebrants making a dash for the slowly departing *Solano*. Oley Olsen barely got aboard and yelled over his shoulder to the lagging Johnny Johnson as the gap widened: "Yump, Yonny! I tink you can make it in two youmps."

The *Solano* was the older and more capable of the two, but the *Contra Costa* was larger. After serving faithfully from 1879 to 1930, the *Solano* was doomed by the railroad bridge now linking Army Point, three miles east of Benicia, to a hill on the opposite shore a mile east of Martinez.

Also eclipsed by the opening of this bridge was the Benicia depot, which, however, held on for years afterwards. The grim Depression added its lick, too. Only the town's Arsenal and the little industry left in the area kept the station

Float bridges at Benicia before 1929, with train ferry *Solano* in right-hand slip. Service ended after bridge was opened in 1930.

Decorated 4-6-0 pulled President Taft's train through Benicia on Oct. 13, 1911.
Photo from collection of the late David L. Joslyn

operating on a reduced scale. With the repeal of Prohibition, a couple named Ernie and Gertie Gallardo purchased Jorgenson's gin mill, renamed it The Lido, and are still running it. The erotic Depot Rooms persisted for some time, but the tannery and creamery were soon wiped out. The fish reduction plants continued to carry on, but feebly, and disappeared in the 1940's when sardines mysteriously vanished from nearby waters.

Now and then railroad boomers worked in Benicia. Due to a lack of seniority, they usually were restricted to switching jobs at the grain warehouse on the Porta Costa shore. Harry K. McClintock, boomer author of *The Big Rock Candy Mountain* and other rollicking songs, is said to have visited Benicia during his short stint at Port Chaw, across the Strait. And Bill Knapke, a former boomer who has reached the venerable age of 98½ without losing his zest for life, had an aunt who was born in the town and named Benicia after it. "Aunt Bennie," he called her.

One day in wartime your author, who is now a Southern Pacific engineer, fired an afternoon "goat" out of Porta Costa that went to Benicia to await the day's carloadings of munitions from the Arsenal. Engineer Harry de la Grange spotted her on the house track adjacent to the depot platform while he, foreman John Hughes, and helpers went to The Lido for dinner and to check their Chinese lottery tickets of the day before, marking new ones while they listened to a radio report on the war's progress. During that visit your author was the engine watchman.

In 1945 the depot's last agent, slender Leslie Bobbitt and his wife, moved upstairs and remained there until 1958, when, at long last the place closed. Still living in the town, the Bobbitts recall nostalgically the years they spent above the then-deserted waiting rooms.

"During World War II," said Leslie, "the station had a staff of fifteen persons serving the Arsenal, and even had an operator, although, with the ferries gone, there were no longer any train orders."

"It's the view we miss most," sighed his wife. "From upstairs, we could see just about everywhere."

The Depot Rooms posed a bit of a problem. Evidently fooled by the name "Depot," wandering men occasionally mistook the railroad station for the red-light resort. One evening some drunken parolees from Marin County insisted that the old Southern Pacific station was the Depot Rooms and tried to force their way in.

"I just couldn't convince them that we had no girls in our place," Leslie said, "and had to call the police."

Hobos regarded the station as reasonably friendly and doubtless they secretly chalked on its outside, in their cryptic sign language, a notice to the worthy brothers that it was usually good for a handout. An occasional visitor was the panhandler known nationally as "A No. 1." The Bobbitts fed about a dozen tramps a year.

"But one night," said Mrs. Bobbitt, "I found a shabbily-dressed stranger curled up beside our water barrel on the depot platform. I had hung clothes on the line and was afraid of fire, so I reluctantly had the police eject him."

As the 'bo was being hauled away, he muttered angrily, "Damn women have been gettin' me in trouble all my life!"

That was a long time ago. Today the Benicia depot stands empty, fronted by a single set of condemned rails. With such a colorful past, what does the future hold? Promise. Yes, promise. The SP recently donated the historic frame building to the Old Town Group, which aims to turn it into a museum. The railroad, however, stipulated that it be removed. At this writing, City Council is aiding the search for a suitable relocation.

It is likely that in the near future Benicia will have a depot museum displaying Americana to daytime visitors and at night, you might say, peopled with silent ghosts. There will be wraiths of blue-uniformed trainmen, hoggers in overalls, pretty circus bareback riders, clam-diggers, barkeepers, painted harlots, and aging boomers. There will also be President Taft, passengers galore, Haywire Mac, station agents and lightning slingers, Bill Knapke's aunt, and a silk-hatted switchman with a silly grin on his Irish face. ●

Benicia depot as it appears today. It may soon be moved and turned into a museum.

Interesting Railfans No. 65:

PHIL MIDDLEBROOK

by Freeman Hubbard

THREE-WAY flagging solved a problem in a way that amused Russell Phillip Middlebrook one day in the early 1920's when he was firing an oilburner for the Santa Fe. At that time he worked the Escondido and Fallbrook branches of the Coast Lines in southern California, which had no block signals. The timetable listed his trains, Nos. 61-62 and 63-64, as first class, with certain restrictions as to main-line movements, and these restrictions were partly responsible for the flagging problem.

But before going on with the story, you should meet our subject. Phil is now a retired hogger, age 73, and life member of the Brotherhood of Locomotive Engineers. He is also an active railfan. Besides being a life member also of the Railway & Locomotive Historical Society, its Western resident director, and chairman of its Western Publications committee, Phil is a past president of the Southwest Railroad Library. His knowledge of railroading is impressive. A man of average height with a trim build, he has a mild, friendly, and helpful disposition and snowy white hair surrounding a bald spot.

He first saw daylight at Hightstown, N.J., on September 21, 1894, a few weeks after President Grover Cleveland had helped to break a national railroad strike by calling out the U.S. Army. It was a tumultuous era. Although the Middlebrooks lived on a California ranch at Bonita, ten miles southwest of San Diego, Phil's mother was a native of Hightstown and made the long journey back East to her old home town, with the foetus in her womb, so that he could be born there. When the infant was three weeks old, his uncle converted a strawberry crate into a traveling cradle, and Mrs. Middlebrook proudly returned to the ranch with her tiny blue-eyed son.

Phil's first pay trip as an engineer was made on this Santa Fe 2-8-0 in 1929.
Photograph by R.P. Middlebrook

As Phil grew older, the mixed train of the old National City & Otay that served Bonita once a day fascinated him and was a major step toward his later career in engine service and as a rail buff. Maybe you are asking, "But what about the three-way flagging?" Ah, yes, we'll get around to that soon.

In 1903 the family moved to San Diego, within sight and sound of the Santa Fe main line. While other kids were enjoying such things as circuses and county fairs, Phil and his pal, Bob Neill, rode their bikes to the National City roundhouse to see the engines.

"We knew them by their whistles," Phil recalls. "An unfamiliar whistle blast passing Old Town would start us off on the seven-mile trip to the roundhouse. Then one day, division foreman McCue let us ride engine 495 into and out of the wye. It was the thrill of our young lives."

At that time the short Los Angeles & San Diego Beach Railway ran to La Jolla. Phil and Bob made friends with its engine crew, who allowed them to ride the cab while they were running around a train; and twice the boys went

At age 4, Phil saw his first wreck: his father took him to see National City & Otay No. 7 (right) being rerailed after upsetting one day in 1898. The other loco had just pulled No. 7 upright by rope visible here as Dad snapped picture.

Phil Middlebrook and Bob Neill have been pals since early childhood, and now live across the street from each other. At top, on a bicycle trip in 1913; lower, Phil in 1911, in the cab of homebuilt locomotive in Bob's yard.

as far as La Jolla and back on the late Sunday night theater train. Meanwhile, our hero and his buddy spent Saturdays visiting smoky roundhouses and way stations, taking pictures with a two-dollar Brownie, later acquiring a postcard-size camera. In those glad days they saw plenty of main-line steam power on the Santa Fe, Salt Lake Line, and Southern Pacific. Some nights they huddled in irrigation ditches, sleepless because of the cold and the ferocity of mosquitos, and in daytime they ate pie and doughnuts—food from which any nutritionist today would recoil in disgust—but they survived and had a grand time.

Book publisher Donald Duke, who has known Phil for many years, says: "He was one of the first locomotive photographers in southern California and among the few who took action views along the line." One evening, as a boy Bob Neill found a switch key. He and Phil unlocked a bridge foreman's speeder and cautiously pumped it out to Old Town on the Santa Fe track, returning via the LA&SB. Luckily, no train came along, Around that time, Bob built a crude-looking locomotive from an old flour barrel and other junk, and the two kids had fun with it . . . Time galloped by on a one-way street.

"We are still pals," says the white-haired Phil Middlebrook, who lives in San Diego at 2744 Columbia Street, "and Bob's place is just across the street from mine. He, too, is a retired engineer, but off the San Diego & Arizona Eastern."

PHIL'S earliest job, delivering milk for a small dairy, brought him $2 a month. Later, he had a newspaper route, beginning when he was in the third grade, and kept it up all through high school and college. He also played a cornet in the high school band. During World War I he served two years in the Navy as a radio operator on a tanker. After that, he was offered a relief job for two weeks in the Santa Fe roundhouse at National City while one of the fire-builders was away on a honeymoon. Being devoted to engines, Phil jumped at the chance—and the "temporary" employment lasted more than 40 years!

For the first six weeks of his rail career he worked as a fire-builder and hostler helper. Then he went firing on the road, which filled him with ecstasy; and in 1929 he was promoted to engineer, permitting him to join the BLE, and he made his first trip running on a Christmas Eve. But because older men were still firing, due to the Depression, Phil did not begin continuous work as an engineer until 1937.

"The day after I made my engineer's date," he tells us, "I was called to take a train of rock fill from San Diego to Encinitas for road construction. I had a Mikado, No. 3137, and a pea-green fireman, George Oliver (who is now a passenger engineer). We struggled up the grade to Linda Vista without doubling, then we stopped and made the required air brake test before starting down the 2.2 percent grade to Sorrento. Our conductor, Lew Beebe, came up with some orders. Standing under the cab window on my side, he looked me over carefully. Then he walked around to the left side, scrutinized George, and said as he handed up the orders to the head brakeman, "Turn up *all* the retainers!"

Meanwhile, as a small boy he had met "the girl next door," a doctor's daughter named Grace Winters, when she was less than a day old, and they more or less grew up together. At

Phil in Santa Fe No. 2692 as wife Grace "flags him down"; a gag shot.

length, in 1947, when she was working as librarian at the University of California in Los Angeles, they decided to "doublehead."

"They travel a lot together throughout the Southwest and to foreign countries," writes Gerald M. Best, author of several railroad books, who has known Phil Middlebrook since 1922. "Phil said the souvenir postcard I sent him from Adelaide in 1959 prompted him to take his wife to Australia and New Zealand, which was good, as steam was just beginning to fade away."

Len Beck, a railway draftsman of Victoria, Australia, recalls meeting Phil. "His manner of speaking sounds more like an Englishman than an American," Len writes. "While we were in the workshops Phil was attracted by a 4-8-4 nicknamed 'Heavy Harry,' the pride and joy of the Victorian Railways and at one time the largest and most powerful steam loco this side of the Equator. He showed his love for steam power by the way he handled—I should say caressed—the controls, and the rapt look in his eyes."

Another friend, Bill Stewart of Auckland, New Zealand, tells us that when the Middlebrooks visited his country he took them to see and photograph the Fell locomotives preserved there. That type, named for their English inventor, John Barraclough Fell, is similar to the rack engine, but instead of a rack rail there was a regular rail between the running rails. Powerful springs forced horizontal wheels again this rail for additional power. The wheels could be retracted when not needed on a climb.

Phil Middlebrook is leaning out the cab window of Santa Fe 3142 in this 1946 photo.

"We love to travel by train and ship but not by bus, or plane," Phil tells us. "I do a lot of color photography, both movies and stills, have written articles for several magazines, including yours, and have supplied many pictures for railroad books."

Railfan No. 65 has a large library of railroadiana, books, pamphlets, etc., and reads much—no fiction. His wife is employed in the San Diego county library but is retiring this May. They live in a substantial house that Phil's father built about 60 years ago, near the waterfront, with a fine view of the harbor. The ex-hogger enjoys working around the place as gardener. He is filled with the zest of living, hikes an average of three or four miles daily, and tends to eat fast. In common with nearly all of the 64 other outstanding fans written up in this series, Phil is a non-smoker. He is also a teetotaler.

"Grace and I are on the go so much," he says, "that we keep no house pets. One of my favorite pastimes is to spend hours at a time with exotic birds and animals in the great San Diego Zoo. Like the late Lucius Beebe, I am particularly fond of young furry animals. My only hunting is done with a camera, not a gun. Every morning I feed between 50 and 100 wild doves that come into our yard."

He is not too neat. Grace is often after him for wearing old clothes and looking like a tramp. Among his pet peeves are noisy jet planes and motorists whose cars block the crossings so that pedestrians have to go out in the street and walk around them. Grace is tolerant of his hobbies, but one day she made a whimsical remark to the effect that when Phil drives into a strange town that has railroad facilities he lets go of the steering wheel and the car runs automatically right to the roundhouse. They have no children.

"Heavy Harry" class H of Victoria, Australia, Rys., Melbourne, 1941; 4-8-4 No. 220.
Both photographs by R.P. Middlebrook

Santa Fe Ten-wheeler No. 222 at Bakersfield, California, back in 1913.

NOW we get back to three-way flagging. On certain branches of the Santa Fe Coast Lines long ago, rule 71 on the timetable, in effect when Phil Middlebrook was firing there, says that 61 and 62 "are inferior to all regular and extra trains between Escondido Junction and Oceanside (the branch lines' western terminus) and will move between those stations only under protection of flag." This was easy enough, because the yard-limit board was beyond the Junction, the track was straight, and the distance little more than a mile.

But on the Fallbrook line the situation was more complicated. Special rule 71 was more detailed: "Nos. 63 and 64 are inferior to all regular and extra trains between Oceanside and Fallbrook Junction, and will move between these stations only by train order or under protection of flag, except No. 63 is superior from 11:45 a.m. to 12:15 p.m. and No. 64 is superior from 2:25 p.m. to 3:00 p.m. to all except first class trains."

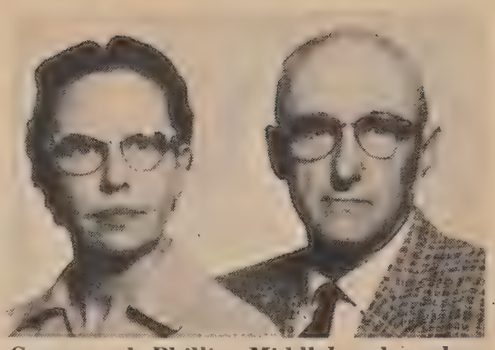
The yard-limit board was about a mile out of Oceanside, across the bridge over the San Luis Rey River. Phil's conductor, Ernest M. Day, liked to sit around the telegraph office at Oceanside until there was just enough time to make the Junction before their rights expired. When the engineer got his highball he'd tear out of town in a cloud of dust, barking dogs, and small boys on bicycles.

"One summer day," Phil relates, "we pulled out of Oceanside with just about four minutes to get over the two and a half miles to the Junction in time to clear the main line. Train 63 on that run consisted of No. 260, the famous old cross-compound called the 'Richmond Tramp,' which by that time had been rebuilt with simple cylinders, and one small, eight-wheeled, open-end combination car.

"Engineer Farmer swore that four minutes was the shortest time yet, but I stood amazed as he eased off on the throttle and just jogged along.

"He stopped at the yard-limit board and whistled out a flag. Three heads popped out of the baggage car door and three watches came out of pockets for time comparison. Farmer propped his elbows on the window ledge and was gazing at the cattle eating the lush grass just beyond the right-of-way fence. In considerably less than a minute, a pair of legs streaked past the engine and a red flag disappeared up the track ahead of us. Looking out, I saw the rear brakeman tear down the track in the opposite direction. When Farmer decided that the head man had gone a sufficient distance, he put old 262 in motion, and our caravan started moving slowly toward Fallbrook Junction.

"But Conductor Day wasn't satisfied with our progress. The engineer and I grinned as we saw him drop off with a red flag in his hand, and climb through the right-of-way fence to the highway. He evidently intended to stop a passing motorist, ride over to the Junction, and flag for us from there. But no cars appeared.



Grace and Phillip Middlebrook today.

"The whole situation made a scene I'll never forget: one brakeman trotting up the track ahead of the engine, another jogging along behind us, and Conductor Day, in full uniform, his coat open and cap in hand, puffing up the highway beside our train, his red flag also floating in the breeze. That my friend, was a rare example of triple flagging.

"Engineer Farmer and I couldn't keep from laughing, and the day when we used three flagmen was the subject of a longstanding joke between us. Thereafter, as long as we were assigned to train No. 63, we always had plenty of time to get to the Junction."

This winds up our "profile" of Phil Middlebrook, railroad man and rail-fan of distinction. ●

Photograph by R.P. Middlebrook

Santa Fe 4-4-0 No. 45 at San Diego in 1915. Phil learned early to take sharp railroad photos, now has a fine collection.

Information Booth

ASK BARBARA: **Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No replies are sent by mail.**

1 ***Does Canada have any municipally-owned railroads?***

Yes. Guelph, Ont., owns a 16-mile line built in 1880's. It connects with the Canadian Pacific at Campbellville and is leased to the CP for operation. The city also owns much of its industrial trackage for the use of which it collects rental fees—"a wise investment for the city," says John W. Keleher, 163 Stevenson St. S., Guelph, Ont., Canada. The municipal water works of Winnipeg, Man., also owns railway facilities. London & Port Stanley, now part of CNR, used to be owned by the city of London, Ont. There are a few others.

2 ***What available books explain the technical development of the steam locomotive?***

Consult any edition of the big *Locomotive Cyclopedia,* of which the late Walter A. Lucas was managing editor for many years, and two of his books, *Locomotives and Cars Since 1900* and *100 Years of Steam Locomotives.* All these can be found in many reference and engineering libraries, together with various railroad industrial journals.

3 ***Was the City of Salina the Union Pacific's first diesel passenger train?***

Technically, no. Originally called the M-10,000, this train was powered by a spark-ignition 12-cylinder engine using petroleum distillate for fuel. The M-10,001 (later called the *City of Portland*) and subsequent motor trains were diesel-powered (diesel engines lack sparkplugs, using compression heat for ignition).

Reading Company 2100 and 2102 doublehead an Iron Horse Ramble, Oct. 14, 1962: scene on 2.6 percent upgrade near Locust Summit, Pa., as T-1 4-8-4's lug 22 cars.

Jack Emerick, 182 Manor Pkwy., Lincroft, N.J. 07738

4 ***Has a list of railroad-slide collectors been compiled?***

Not that we know of. Such a list, even for the United States alone, would have thousands of names.

5 ***Reprint the poem, "Spring, Dammit."***

Here it is, written by the late Harry Kirby McClintock ("Haywire Mac"), boomer switchman and minstrel.

The spring is here; my hair is turning gray;
I'm getting fat and tame and housebroke, gee!
I'd like to travel back along the way
And see the kind of spring I used to see.
I walked today beside the railroad track;
There came a freight train, ponderous and slow,
And from the roof there waved a grinning shack
And, oh boy, how I longed to grab and go!

Out there are miles and miles of shining rails
And jungle fires beyond the track—oh, man!
And wanderers who gossip of those trails
And drink their java from a blackened can.
I'd like to wait for trains outside Cheyenne
And grab one as it toils up Sherman Hill
And visit Jimmy Durkin's in Spokane
And line up at the bar and drink my fill.

For fifteen years now I've been keeping soft;
I have a good job, but it is indoors.
I'd like to hear a locomotive cough

Harry Schimm, 1841 Glenwood Dr., Kamloops, B.C., Canada

Canadian National 5025, one of 76 SD-40 units being acquired, 5000-5075 series.

And once again to sleep on boxcar floors.
Who wants to hold a job? Who wants to be
So steady and so virtuous a thing
As merits man's approval? Hell, not me!
I'd rather be a hobo—in the spring.

6 ***Does the Milwaukee Road still use electric power?***

Yes, indeed. Its old bi-polar motors have been scrapped, however, except for one donated to the Museum of Transport at St. Louis. Our photo of two Milwaukee GP-9's in the Bitter Root Mountains (Feb. issue, page 15) was taken between the road's two electric zones. Both zones are still in operation. Two through freight trains cross each zone daily in each direction. Trains 261 and 262 normally use a diesel through from Chicago to Tacoma, but 262 gets a motor helper east of Avery to the summit of St. Paul Pass and east from Butte to the top of the Continental Divide. Trains 263 and 264 operate with a combination of two EF-4 motors and one or two diesels in multiple on the Rocky Mountain Division and with the older box-cab motors on the Coast Division.

Last year, according to Jim Scribbins of Milwaukee, Wis., the Milwaukee Road had (and may still have) the following electric locos: an EF-2 two-unit freight loco, built 1916; four EF-3 freight units, built 1915-'17; twelve EF-4 freight locos, built 1950, originally destined for the USSR and often called "Joes" or "Russians"; 39 EF-6 freight units, built 1915-'17; three ES-2 yard switchers, built 1917-'19, with steeple cab like many interurban line locos; and an ES-3 switcher, actually a converted single EF-3 freight unit. General Electric built them all.

7 ***(a) When the BMT in New York City started using steel subway cars, was it necessary to widen the tunnels? (b) Would the IRT tunnels have to be widened to accommodate 10-foot wide cars? (c) The city's newest subway cars are set to 55 miles per hour. How fast could they run if the resistors were eliminated?***

(a) No; these tunnels were built for 10-foot wide cars and most have always operated with them. Some of the Brooklyn elevated lines had to be rebuilt to accommodate them, though.

(b) Widening of *some* IRT tunnels and stations would be required.

(c) Though all such post-war cars are geared for 55 mph, few if any could do better than 50 mph. Within 18 seconds of starting, resistance in the control system does not affect speed. The cars could be speeded up by one of two methods: (1) by changing the field shunting which might cause the motors to burn out and void the builder's guarantee or (2) by changing of the motors' gear ratio. The effect of the latter is noticeable where the same motors are used by the Long Island Rail Road on heavier cars which, in tests, have attained speeds of 55 mph. The disadvantage of this for the subway is that the acceleration ratio would be reduced. That would be all right for the LIRR but not for the NYCTA, where stations average ⅜ of a mile apart and some are as close as 3/20 of a mile. High acceleration is superior to high speed. Henry H. Deutch of New York City supplied this info.

First train to pass over new track of Waynesburg Southern Railroad was this multiple-car of welded rail, here being pushed out of tunnel's south portal.
Pennsylvania Railroad photograph

8 ***Give a short history of the Kentucky & Indiana Terminal Railroad.***

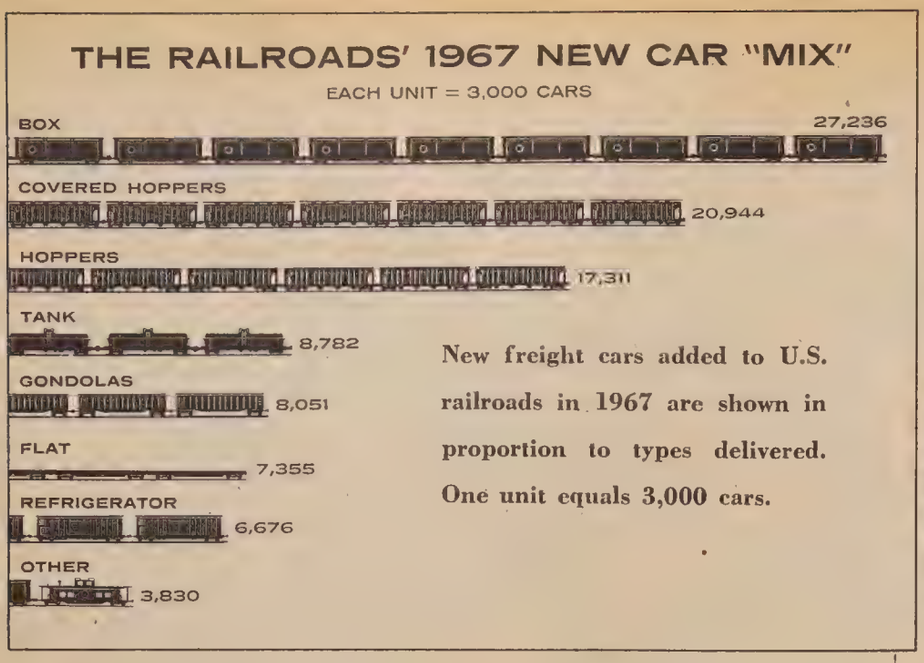
This property, with 131 miles of track, is the Louisville terminal of the Baltimore & Ohio; the Chicago, Indianapolis & Louisville (Monon); and the Southern; it connects with the Illinois Central, PRR and Louisville & Nashville. Incorporated in 1900 as the Kentucky & Indiana Bridge & Railroad Co., its name was changed to the K&IT in 1910. Its double-track bridge over the Ohio River between Louisville, Ky., and New Albany, Ind., was opened Nov., 28, 1912. Connections to the New York Central and the Chesapeake & Ohio are afforded via tracks of the local Short Route Railway & Transfer Co. The line owns 23 locomotives.

9 ***What was the broadest railroad track in U.S. history?***

Aside from gantry-crane tracks, the widest gage we know of was six feet, used long ago by the Erie and others and still used by an industrial line or two for intra-property service.

10 ***When were the Lake Shore & Michigan Southern line and the Cleveland, Cincinnati, Chicago & St. Louis ("Big Four") merged into New York Central?***

On December 22, 1914, the Lake Shore and several other affiliates of the New York Central & Hudson River RR. were merged into the parent road, thereafter known simply as the New York Central. But because procedures for merging other affiliated and leased lines were so complicated, the former system



L&N's 50-ton, versatile gantry crane is used to move "piggyback" trailers on and off flatcars in the Atlanta yard, which is shown on page 15.
Louisville & Nashville photograph

of affiliation was continued for them. For example, the New York & Harlem remains a leased line. On January 2, 1930, the New York Central leased the Big Four and the Michigan Central for 99-year periods.

11 ***How many intercity passenger trains are left in the U.S.?***

Only 650, as compared with at least 20,000 forty years ago. Between last July 1st and Dec. 31st a total of 75 such trains were discontinued, while 12 others were kept operating against the wishes of the railroads. Early this year, applications for the abandonment of 180 intercity trains were pending. Since mid-'67 two roads have dropped all of their passenger trains; five others have announced plans to follow suit. Just 36 roads now offer any kind of intercity passenger service; more than a third of these schedule six trains or fewer. Our figures come from the National Association of Railroad Passengers, 333 N. Michigan Ave., Chicago 60601, whose executive secretary, Anthony Haswell, states:

"This rash of abandonments and applications to drop trains follows the Post Office Department's widespread cancellation of railway mail contracts and the diversion of mail to highways and airways. The public seems to think that interstate trains cannot be dropped without Interstate Commerce Commission approval. This is not so. In some cases state commissions have the sole authority to authorize the discontinuances. So it is imperative that the ICC be given effective control over all interstate passenger service."

Running Extra

"What railroad operated a paddle-wheel ferry named *Brewster* in the New York City area around 1940?" asks Ted Wurm, 122 Monte Vista, Oakland, Calif. 94611.

William D. Middleton photograph

Two more locos on display at Honolulu's Bernice Bishop Museum, in addition to the 0-6-0 shown on page 16, are No. 1, 1882 Baldwin 0-4-2T of Kahului RR (foreground) and No. 6, 1889 Baldwin 0-4-2T *Kauila* of Oahu Railway & Land Co.

Info. on the 5-mile Hillsboro & Northern in Wisconsin and names of collectors of old Wisconsin steam pix are wanted by Glenn Gierzycki (age 15), 2936 E. Crawford Ave., St. Francis, Wis. 53207. He is also interested in other Wisconsin railroadiana.

Our March department mentioned trains being hit by lightning. We learn from Charles L. Anderson, 1031 G St., Sacramento, Calif. 95814, that on July 7, 1948, *The New York Times* had a news item about lightning hitting two New Haven electric locos at about the same time, at different locations. Both engines were put out of commission and had to be replaced but nobody was hurt.

Info. on the Swinnerton Wheel Co. and the loco they built with "flats" on driver treads is wanted by Jim Crimmins, 5 Bonnie Dr., Exeter, N.H.

"What was the number of an electric loco built by Westinghouse for the Swedish State Railways in 1905?" asks Lennart Nilsson, Tegvagen 10, Alvajo, Sweden.

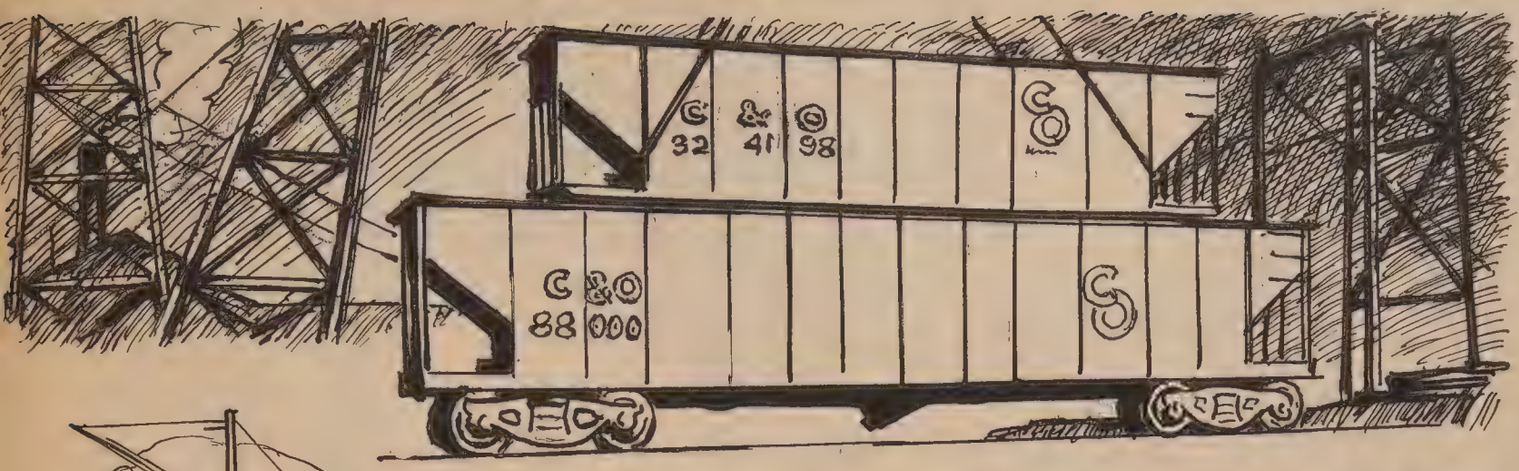
History of Raymond, Inc., in Liberia, which bought much LNE equipment, is sought by William A. Smith, 219 E. Second St., Wind Gap, Pa. 18081.

"My husband and I are writing a book on the Shepaug Railroad (now New Haven) and need info., anecdotes, etc.," says Mrs. Dale Smith, Washington, Ct. 06793.

"I am revising and improving my book, *Century of Southern Pacific Steam Locomotives,* for the second edition, which should come off the press this spring," writes Guy L. Dunscomb, 1416 Fordham Ave., Modesto, Calif. 95350. "My next project will be a large, comprehensive Western Pacific book; I need photos of 1906-'31 era." ●

ALONG THE IRON PIKE

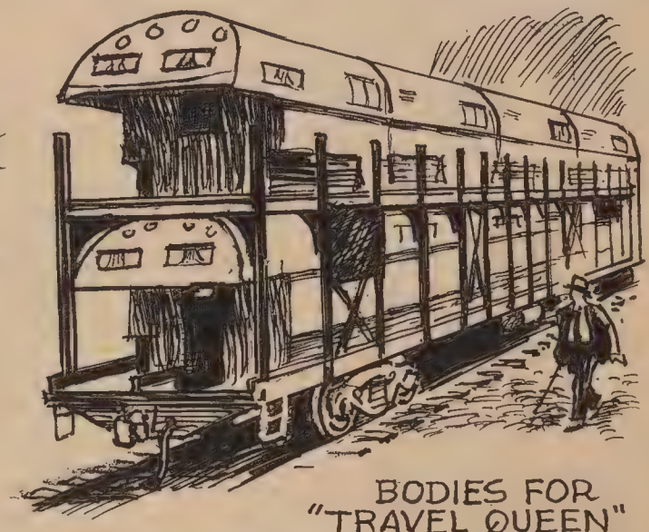
by Joe Easley



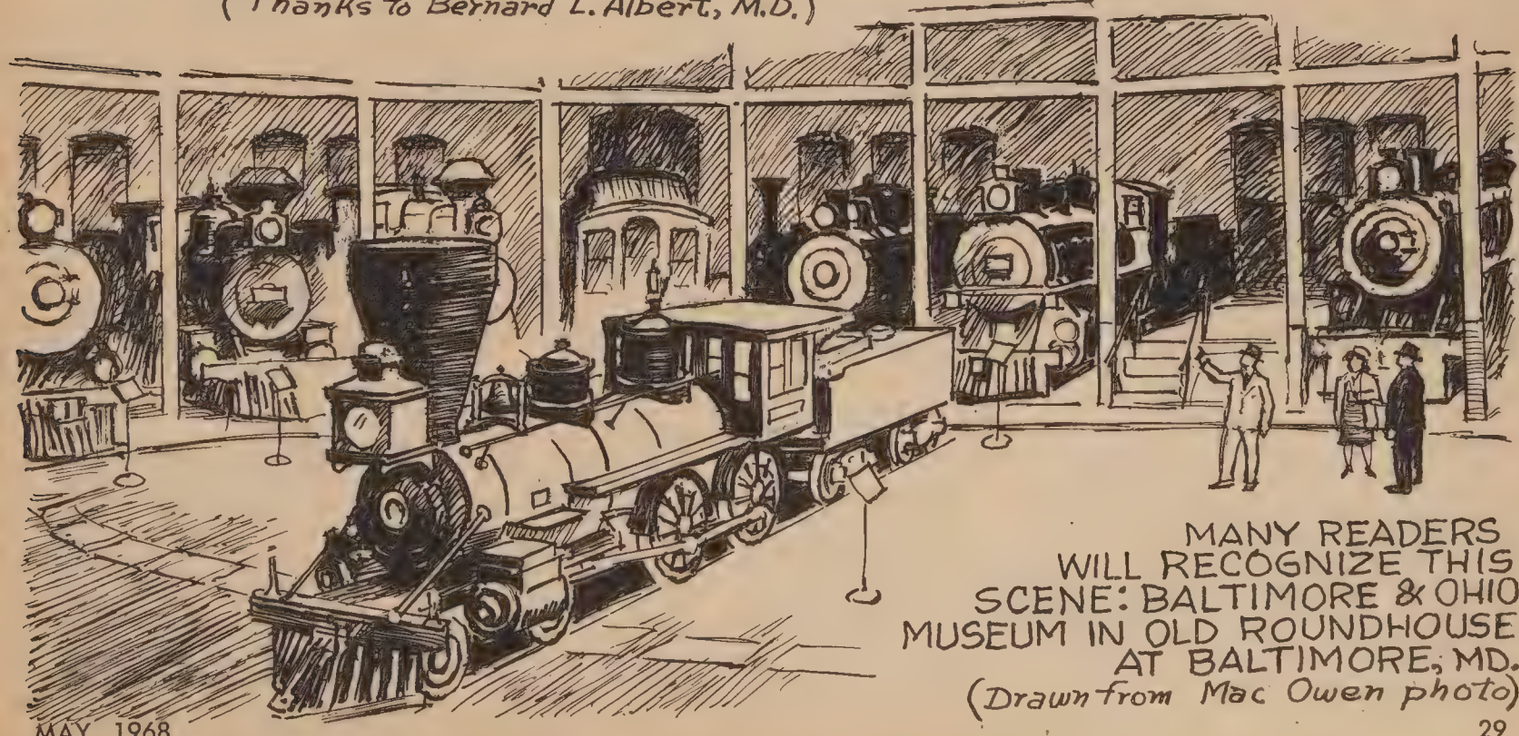
TO CONTRAST THE SIZE, A REGULAR 50-TON HOPPER CAR WAS LIFTED ONTO ONE OF THE 1,400 NEW, COAL-HAULING, 100-TON SUPER-HOPPERS THAT CHESAPEAKE & OHIO IS BUILDING IN ITS RACELAND, KY., CAR SHOPS.

SAILCAR CARRIED FRESHLY-CAUGHT FISH FROM PIER AT CLAMTOWN, N. J., OVER ABANDONED SPUR OF TUCKERTON RAILROAD TO MAINLINE FOR SHIPMENT TO MARKET IN LATE 1880'S.

(Thanks to Bernard L. Albert, M.D.)



BODIES FOR "TRAVEL QUEEN" MOBILE CAMP UNITS ARE SHIPPED ON SPECIAL UNION PACIFIC CARS.



MANY READERS WILL RECOGNIZE THIS SCENE: BALTIMORE & OHIO MUSEUM IN OLD ROUNDHOUSE AT BALTIMORE, MD.

(Drawn from Mac Owen photo)

Electronic tower, with Phyllis Scherger in charge, has replaced old "armstrong" interlocking at Fostoria Junction.
Photo by John P. Spikes, Sr., 472½ Saunders Ave., Akron, Ohio 44319

Fostoria, Ohio: A "Hot" Interlocking Job

by JOHN P. SPIKES, SR.

I ASKED a dozen Baltimore & Ohio train dispatchers in my home city of Akron, Ohio, "What is the 'hottest' interlocking job on the B&O's Akron-Chicago Division?" and they all replied, "Fostoria, Ohio," basing their answers on the much-talked-about N-X interlocking there. This subject intrigued me so much that I decided to go to Fostoria to get the story of N-X and maybe write it for *Railroad Magazine*. But before going, I spent a few hours beside dispatcher "Duke" Corbin in the DS office at Akron, watching him work the controls. This I was allowed to do because I am a retired B&O chief dispatcher and Duke is a friend of mine.

Akron's railroad tracks are alive with traffic: passenger trains, drag freights, name freights such as the *Chicago Jet*, a couple of work extras, yard engines, and track cars, all vying for the signals and permission to move in this dispatcher's domain of 249 miles to Pine Junction, outside Chicago. The name for Fostoria on the train-sheet is F tower. I sat in with Duke to get a look at that tower from the viewpoint of at least one of the five dispatchers who have the place on their train-sheets, on their control centers, or at least in their minds.

Later, when I reached Fostoria and climbed the stairs of the modern electric tower itself, clutching my camera, I was pleasantly surprised to find an attractive girl, Phyllis Scherger, in command as operator. The tower's layout should interest almost any railroader, not to mention railfans. But if you want to sit in the "jaybird" seat to watch a charming and efficient young woman handle trains, you must first get permission.

F tower is a busy place. Its wide windows look out in every direction at tracks and more tracks—rails that gleam in sunlight or rain. The room seems too spacious; something is missing. Ah, yes. The row of "armstrong" levers that usually identified an interlocking tower have been replaced by tiny buttons on the machine. I found Phyllis a delightful person to talk with.

"I have been working here just one year today," she told me with a smile. "I wish you had waited until we get our new panel."

New panel? Well, the old panel—board, or track chart, as it is variously called—hasn't kept up with the plant's continual modernization. As I was taking shots of the old panel, the comely operator vanished somewhere behind it to freshen up. Several B&O train and engine crewmen, waiting for a string of empties to be delivered by the Chesapeake & Ohio, kept up a running conversation.

Fostoria, a city of about 26,000 pop-

Fostoria interlocking, as it used to be, was described in our Aug. 1949 issue by Richard J. Cook, who made this photo of a stop sign which is no longer there.

ulation, is distinctive in being served by five major railroad systems. The B&O main line runs east and west. The C&O, the Penn Central, Norfolk & Western, and Lake Erie & Western, all running north and south, cross the B&O within several hundred feet of the tower. The St. Lawrence Seaway Port facilities at Toledo, Ohio, are but 35 miles north of Fostoria. The five railroads connect the Seaway with the Mississippi River and with the nation. Fostoria tower operators work with dispatchers of the B&O at Akron and Deshler, Ohio; of the N&W at Fort Wayne, Indiana, and of the C&O and Penn Central in separate offices at Columbus, Ohio.

"How do five different dispatchers in various cities control so much traffic," I asked, "or even know what's going on here?"

One of the crew men waiting for the empties and impatient because of the long wait, replied crisply, "They don't."

It was a good answer. Railroad rules provide that interlocking signals supercede the superiority of trains as to movements within home signal limits. The combined distance between home signals of the five rail lines at F tower is roughly ten or more miles. It could be considered a miniature dispatching district. Between movements of about 110 freight and passenger trains daily, yard engines of the C&O-B&O dart in and out, on and off the various main tracks. Locals, drags, and other trains switch and make setouts and pickups.

The operator here makes split-second decisions, usually the responsibility of a single DS. But woe unto him who has a yard engine or other switching movement out in front of a B&O New Yorker, a C&O automobile special from the factories to the north, or a Penn Central or a N&W merchandise hotshot!

Priority of through train movements is first come, first served. When the plant is lined for one move it is locked up for any conflicting traffic. Through trains barrel through at timetable speed. C&O-B&O passenger runs are respected, of course, but freight is king on the railroads today. Stopping a big drag may cause plenty of trouble, but a passenger train often could make up lost time.

Photograph by Richard J. Cook

Nickel Plate passenger train No. 7, Alco unit No. 190 leading, crosses westward over N.Y. Central and C&O nineteen years ago.

In another 1949 photo, we see New York Central class L-1d 4-8-2 No. 2675, hauling some empty coal cars from Columbus, approaching the crossing of the Chesapeake & Ohio. A C&O 2-8-2 waits for the NYC train to clear so it can back over the crossing far enough to enter the lead track (here just visible under the tender) to the Baltimore & Ohio yard.

Photograph by Richard J. Cook

As B&O train No. 7 slid by the tower with its diesel motors subdued for the passenger stop at the station ahead, Allen Alford, the tall, good-looking chief signal maintainer at the tower, showed up. He said maintainers were on duty there 24 hours a day and that formerly two operators worked the daylight shift.

"Many changes have been made since this plant replaced three old towers in about 1950," he went on. "The C&O-B&O merger and the N&W's acquisition of the LE&W occasioned some changes, but the roads are physically separate lines as far as the work of the operator is concerned." He then explained entrance-exit interlocking. "At first, it was something new. This was one of only three such plants in the country at that time. 'N-X' means entrance-exit, for which a particular main-line movement requires only two buttons to activate all switches, derails, and signals necessary to get a train through the entire complex at speed." The maintainer also said that electronic advances since 1950 may have made the entrance-exit setup commonplace. "Many operators, some of them now dispatching trains, have forgotten the old methods," he added.

I knew the answer to my next question before I got it. "You mentioned derails," I said. "When I worked interlocking towers in the 1930's, there seemed to be a derail on every spur or siding. The B&O has removed most of them within the past decade. Have the other roads followed suit?"

"Yes, the derails worked too well," he said, confirming what I had learned while dispatching B&O trains. A derail was one railroad facility that did its job too well.

Phyllis Scherger appeared again, and I asked her, "What is your biggest problem in working this job?"

"Trying to please *five* men," she purred. "Each of those five dispatchers thinks his own road's 'milk' trains are super-priority. All are nice men, you understand, but railroaders can get cantankerous when a delay occurs."

Then I inquired about time intervals between train and other movements. A crew man cited the far-fetched case of a rather illiterate flagman who came across the rule, "Fusees must be thrown off at proper intervals." The flagman repeated: "Intervals, intervals, we don't have any on this division, do we?'

I guess he was trying to say there were no intervals at F tower.

Train dispatcher "Jim" Taylor at Akron, a former F operator, knows a lot about the tower and its problems. "The machine has about fifty control buttons," he said, "and over a 100 moves can be made. Nearly everything is up to the operator. Twelve or more street and road crossings at grade on the B&O alone don't help the situation. If a long freight with mechanical trouble straddles the plant it ties up the city as well as other railroads. We don't call the police; they call us."

I thought about the old railroad adage that most brakemen would rather go to jail then "cut" a railroad or street crossing. Then I realized that if a big drag were to cut ten or more crossings for street traffic, the crew would take a long, long time getting the train together again. Finally, as I left the building and looked up at the big letter F on its side, I recalled many exciting nights I had spent in interlocking towers, racing up and down steps to hand up orders to crews and returning to the hard-to-pull levers, sometimes with my face blackened and my clothes ruined by soot-laden steam from the puffing locomotives we had in those days.

The sulphuric fumes of coal smoke have long since been replaced by the acrid odor of diesel oil. But F tower still has many familiar signs and smells of a railroad; and lovely Phyllis Scherger, among others of her sex, has dispelled the old idea that railroading is a man's game.

A-unit 500, with plough-type pilot, and B-unit 501, are 2,750-hp General Motors FT diesels, class DF-1.
Photograph by Sy Reich

Lehigh Valley Railroad

Present-Day Locomotive roster compiled by Sy Reich

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
G-3-E	50-51	225	Mack	45-ton	C	22,500	90,000	1929	1
G-3-E	52	225	Mack	60-ton	C	30,000	120,000	1930	1
DS-1	60 (2nd), 61-62	380	GE	44-ton	B-B	26,400	88,000	1942	2
BB-2	75-76	400	EMC	60	B-B	?	?	1930	3
?	100	300	AGIER	—	B-B	30,000	120,000	1926	4
BB-1	101	300	GE	—	B-B	36,500	146,000	1927	5
BB-3	102-103	300	Alco	—	B-B	?	?	1931	6
DS-2	105	600	Alco	HH 600	B-B	60,600	202,000	1932	7
DS-2	106-107	600	GM-EMC	SW	B-B	61,200	204,000	1937	8
DS-2	108	600	GM-EMC	SW	B-B	61,200	204,000	1938	9
DS-2	109, 110 (2nd)	600	GM-EMC	SW	B-B	61,200	204,000	1938	10
DS-2	111 (2nd)	600	GM-EMC	SW	B-B	61,200	204,000	1938	11
ES-6	112 (2nd)	600	GM-EMC	SW1	B-B	60,500	201,660	1939	12
ES-6	113-115 (2nd)	600	GM-EMD	SW1	B-B	60,500	201,660	1940	12
DS-3	116 (2nd)	660	Alco	HH 660	B-B	60,040	200,130	1940	13
AS-66	117	660	Alco-GE	S1	B-B	59,090	196,970	1950	
ES-6	118-119	600	GM-EMD	SW1	B-B	59,060	196,870	1950	
DS-5	120-123	900	GM-EMC	NW1	B-B	76,410	254,700	1937-8	14
DS-5	124-125	900	GM-EMC	NW1	B-B	76,410	254,700	1938	14
DS-5	126-127	900	GM-EMC	NW1	B-B	76,410	254,700	1938	14
DS-5	128	900	GM-EMC	NW1	B-B	76,410	254,700	1938	14
DS-5	129-130	900	GM-EMC	NW1	B-B	76,410	254,700	1938	14
BS-10	135-139	1000	Baldwin	VO 1000	B-B	72,520	241,730	1944	15
BS-10	140-141	1000	BW	DS 4-4-1000	B-B	69,270	230,900	1949	16
BS-10	142-143	1000	BW	DS 4-4-1000	B-B	69,270	230,900	1949	16
BS-10	144-148	1000	BW	DS 4-4-1000	B-B	69,270	230,900	1950	16
DS-6	150-154	1000	Alco-GE	S2	B-B	69,000	230,000	1942-3	17
DS-6	155-159	1000	Alco-GE	S2	B-B	69,000	230,000	1943	17
DS-6	160-164	1000	Alco-GE	S2	B-B	69,150	230,500	1943-4	17
DS-6	165	1000	Alco-GE	S2	B-B	69,000	230,000	1949	18
AS-10	166-167	1000	Alco-GE	S4	B-B	68,910	229,700	1951	19
ES-10	180-183	1000	GM-EMD	NW2	B-B	74,460	248,200	1949	20
ES-10	184-186	1000	GM-EMD	NW2	B-B	74,460	248,200	1949	20
BS-15	200	1500	BW	DRS 4-4-1500	B-B	75,470	251,580	1948	21
ASM-15	210	1500	Alco-GE	RS-2	B-B	73,200	244,000	1949	22
AS-15	211	1500	Alco-GE	RS-2	B-B	70,770	235,900	1949	23
ASM-15	212-214	1500	Alco-GE	RS-2	B-B	70,530	235,100	1950	22
ASM-16	215-216	1600	Alco-GE	RS-3	B-B	74,400	248,000	1950	24
ASM-15	217-218	1500	Alco-Ge	RS-2	B-B	75,470	251,560	1949	25
ES-12	220	1200	GM-EMD	SW7	B-B	74,270	247,580	1950	26
ES-12	221-224	1200	GM-EMD	SW7	B-B	74,270	247,580	1950	26
BS-12	230-243	1200	BLHW	S-12	B-B	71,400	238,000	1950	27
ESM-8	250-255	800	GM-EMD	SW8	B-B	69,650	232,195	1950	28
ESM-8	256-261	800	GM-EMD	SW8	B-B	73,890	246,300	1951	28
ESM-8	262-273	800	GM-EMD	SW8	B-B	73,890	246,300	1951	28
ESM-8	274	800	GM-EMD	SW8	B-B	73,410	244,715	1952	28
ES-8	275-276	800	GM-EMD	SW8	B-B	69,410	231,375	1952	29
ESM-12	280-285	1200	GM-EMD	SW9	B-B	74,380	247,950	1951	30
ES-12	286-292	1200	GM-EMD	SW9	B-B	74,360	247,850	1951	31
ESM-18	300-301	1750	GM-EMD	GP9	B-B	73,780	245,940	1959	32
ESM-18	302-305	1800	GM-EMD	GP18	B-B	74,370	247,900	1960	33
ASM-18	400-403	1800	Alco Pr.	RS-11	B-B	74,460	248,200	1960	34
ASM-20	404-415	2000	Alco Pr.	DL-721A	B-B	78,860	262,870	1964	
DF-1	500-507	2750	GM-EMD	FTAxFTB	(B-B)x(B-B)	135,770	451,900	1945	35, 36
EF-15	510-529	3000	GM-EMD	F3A÷F3B	(B-B)+(B-B)	148,460	494,870	1948	35, 37
DF-3	530-549	3000	Alco-GE	FA-1+FB-1	(B-B)+(B-B)	139,725	465,750	1948	35, 38
EF-15	560-567	3000	GM-EMD	F7A+F7B	(B-B)+(B-B)	148,665	495,550	1950	35, 39
EF-15	568-572, 574	3000	GM-EMD	F7A+F7B	(B-B)+(B-B)	148,665	495,550	1951	35, 39
DF-5	580-584, 586, 588	3200	Alco-GE	FA-2+FB-2	(B-B)+(B-B)	145,833	486,110	1950	35, 38
DF-5	585, 587	1600	Alco-GE	FB-2	B-B	77,250	257,500	1951	35, 38
DF-5	590	1600	Alco-GE	FA-2	B-B	77,310	257,700	1950	35, 38
DF-5	592, 594	1600	Alco-GE	FA-2	B-B	73,240	244,130	1951	35, 38
DP-1	601-606	2000	Alco-GE	PA-2	A1A-A1A	60,924	304,600	1948	38
DP-1	607-614	2000	Alco-GE	PA-2	A1A-A1A	60,924	304,600	1948	38
AF-27	625-632	2750	Alco Pr.	DL-628	C-C	116,460	388,220	1965-6	
AF-27	633-641	2750	Alco Pr.	DL-628	C-C	116,460	399,950	1967	

Lehigh Valley Roster Notes

Roster is based on data from the LV's general superintendent and is accurate as of Jan. 9, 1968. Locomotive builders; GE, General Electric; EMC, Elertro Motive Corp.; AGIER, American Locomotive Co.-General Electric-Ingersoll-Rand; Alco, American Locomotive Co.; GM-EMC, General Motors-Electro Motive Corp.; GM-EMD, General Motors-Electro Motive Div.; Alco-GE, American Locomotive Co.-General Electric; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Alco Pr., Alco Products.

(1) 50-52 were originally 110-112 (1st), then 50-51, 60 (1st), then 50-52. These units were scrapped 11/20/46.

(2) These units were originally classified BB-7. No. 60 (2nd) is no longer on roster. 61 was sold to the Rio Grande & Eagle Pass, renumbered 10; then to the Petaluma & Santa Rosa, renumbered 2; then to the Southern Pacific, renumbered 1905; then to Purdy Co.; and 62 was sold to Warner Co. 2/4/46.

(3) 75-76 were EMC demonstrators, then LV 115-116 (1st), then 75-76. These units were scrapped.

(4) 100 was scrapped in 1947.

(5) 101 was originally 125 (1st), then 101; scrapped 4/16/53.

(6) 102 was originally Alco demonstrator 301, then LV 102 Nos. 102-103 were scrapped.

(7) 105, originally class BB-4, was scrapped.

(8) 106-107 were originally classed BB-4, then DS-2. Rebuilt to SW900's in 1956 and '58 with 660 hp., 73,520 and 69,170 lbs. of tractive effort, and 245,070 and 230,570 lbs. of weight, respectively. Reclassed DS-3, then ES-66.

(9) 108 was originally classed BB-4, then DS-2. No longer on roster.

(10) 109-110 were originally classed BB-4, then DS-2 No. 109 is no longer on roster. 110 (2nd) was rebuilt to an SW900 in 1957 with 660 hp., 69,000 lbs. of tractive effort, and 230,010 lbs. weight. Reclassed DS-3, then ES-66.

(11) 111 (2nd) was originally classed BB-4, then DS-2. No longer on roster.

(12) 112 (2nd), 113, 114, 115 (2nd), 118-119 were originally classed BB-4, then DS-2, then ES-6. No. 114 is no longer on roster.

(13) 116 (2nd) was originally classed BB-4, then DS-3. No longer on roster.

(14) 120-130 were origainally classed BB-5, then DS-5. All were rebuilt to SW900's with 900 hp., except 128-129, which have 800 hp. Nos. 120, 124 were rebuilt in 1955, No. 121 in 1960, Nos. 122, 125, 127 in 1956, No. 123 in 1958. Nos. 126, 130 in 1957, Nos. 128-129 in 1953. Nos. 120-124, 127 were reclassed ES-9, Nos. 125-126, 130 were reclassed ESM-9 and 128-129 were reclassed ESM-8. These units have tractive effort of about 74,000 lbs. and weigh about 247,000 lbs.

(15) 135-139 were originally classed BB-8, then DS-6, then BS-10. Nos. 136, 139 are no longer on roster.

(16) 140-148 were originally classed DS-6, then BS-10.

(17) 150-164 were originally classed BB-8, then DS-6. No longer on roster.

(18) 165 is no longer on roster.

(19) 166-167 were originally classed DS-6, then AS-10.

(20) 180-186 were originally classed DS-6, then ES-10.

(21) 200 was originally classed DRS-1, then BS-15.

(22) 210, 212-214 were originally classed DRS-1, then ASM-15.

(23) 211 was originally classed DRS-1, then AS-15.

(24) 215-216 were originally classed DRS-2, then ASM-16.

(25) 217-218 were originally Chesapeake & Ohio 5500-5501, clas MRSA-15; then LV 217-218, class DRS-1; then classed ASM-15.

(26) 220-224 were originally class DS-7, then ES-12.

(27) 230-243 were originally class DS-7, then BS-12.

(28) 250-274 were originally class DS-4, then ESM-8.

(29) 275-276 were originally class DS-4, then ES-8.

(30) 280-285 were originally class DS-7, then ESM-12.

(31) 286-292 were originally class DS-7, then ES-12.

(32) 300-301 were originally class DRS-3, then ESM-18. Rebuilt from FT's.

(33) 302-305 were originally class DRS-4, then ESM-18. Rebuilt from FT's.

(34) 400-403 were originally class DRS-4, then ASM-18. Rebuilt from older units.

(35) Even-numbered units were cab units, odd-numbered units were boosters.

(36) FT's were traded for GP9's and GP18's.

(37) 510-529 were originally class DF-2, then EF-15. Five booster units remain on roster.

(38) 530-549, 580-594, 601-614 are no longer on roster.

(39) 560-574 were originally class DF-4, then EF-15. Five cab units remain on roster.

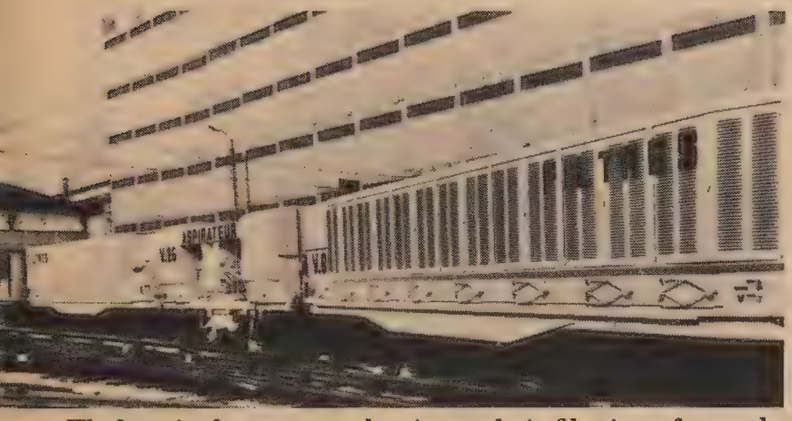
Photographs R.A.T.P.—Courtesy of *France Actuelle* magazine.

New all-steel, sound-insulated subway train for operation on the Paris *Regional Express* route. Note full-width cab.

VIEWS OF PARIS METRO, A GREAT MODERN SUBWAY SYSTEM

(Above) Automatic ticket-seller at a Paris Metro station. (Right) Entrance to the Monge Metro station, with moving stairs coming up to street level in the open.

The rubber-tire line, which has been operating for several years. Cars are blue and cream.



Work train for vacuum-cleaning and air-filtering of tunnels.

Electronic central control post of the Paris Metro system.

Push a button for the station you want on this city map in a Paris Metro station, and the shortest route to it lights up. Such a map of the New York City Transit System was installed in Grand Central station of the Interborough subway a few years ago, and was well-received but later removed.

C&LE lightweight car No. 117 on temporary wye at Mt. Healthy, near Cincinnati, April, 1938. Car was built in 1930.

Lehigh Valley Transit No. 1007 (former C&LE No. 120) and No. 1030 (former Indiana Railroad No. 55) pass on LVT line, reflected in wayside water.

All photos from C. William Jernstrom, 822 Pelham Dr., Fort Wayne, Ind. 46805

CINCINNATI & LAKE ERIE RAILROAD

Equipment roster compiled by C. William Jernstrom

Steel-sheathed box motor No. 602 at Marraine shops in Ohio, near Dayton.

Former C&LE No. 110 operating on Cedar Rapids & Iowa City in 1942: a lightweight coach built in 1930.

C&LE No. 302, formerly of Indiana, Columbus & Eastern, at Dayton in Oct. 1938; built 1923 and scrapped 1940.

Interurban Passenger Equipment

Car No.	Type	Builder	Built	Remarks
1-5	suburban	Cincinnati Car Co.	1914	Ex Cincinnati-Dayton Traction Co.; scrapped 1936.
30-32	combination	Cincinnati Car Co.	1918	Ex Dayton & Piqua; bought 1927 by CH&D to be 6 and 7; scrapped 1936.
100-106	combination	Kuhlman Car Co.	1927	Ex Cincinnati Hamilton & Dayton; rebuilt to one-man 1931 and '36; scrapped 1941.
107-109	passenger	Kuhlman Car Co.	1927	Ex CH&D; scrapped 1941.
110-119	lwt. comb.	Cincinnati Car Co.	1930	113 and 114; returned to builder in 1931 and converted to Pass-Lge Type See Note "A"
120-129	lwt.-lounge	Cincinnati Car Co.	1930	124 destroyed in Cincinnati flood in 1933. (See note B.)
180-182	combination	Cincinnati Car Co.	1908	Ex Lima-Toledo Railroad.
200-209	suburban	Cincinnati Car Co.	1927	Ex CH&D; sold 1940 to Virginia Electric Power Co.
286-287	combination	Cincinnati Car Co.	1908	Ex Indiana, Columbia & Eastern Traction.
296	combination	Kuhlman Car Co.	?	Ex Lima-Toledo Railroad.
300-305	combination	Kuhlman Car Co.	1923	Ex Indiana, Columbus & Eastern Traction; rebuilt 1930-'31 to one-man; scrapped 1940.

City Cars

50-69	Birney	J. G. Brill Co.	1923	Lima, Ohio, city lines.
60-75	Birney	Cincinnati Car Co.	1922	Hamilton, Ohio, city lines.
76-81	Birney	Cincinnati Car Co.	1924	Hamilton, Ohio, city lines.
82-87	Birney	Cincinnati Car Co.	1926	Hamilton, Ohio, city lines until their abandonment, then to Springfield lines.

Service Trailers

———	ditcher-	Lima-Toledo RR.	1928	Ex L-T Railroad.
———	pile-driver	Ind. Col. & E		Ex IC&E.
711	weed-burner	CH&D shops	1927	Ex CH&D 711.
992	wrecker	Ohio Elec. Ry.	1918	Ex IC&E; retired 1932.
1502	Port. sub-sta.			Ex IC&E.
1505	Port. sub-sta.			Ex IC&E.
1506-1508	Port. sub-sta.			Ex IC&E; all steel.
1515	Port. sub.-sta.			Ex IC&E.

Freight and Service Motors

500	snow-sweeper	McGuire Cummings		Ex CH&D 500; sold to Dayton City Ry. as No. 9; scrapped about 1946.
501	snow-sweeper	J. G. Brill & Co.		
600	frt. motor			Ex Dayton, Covington & Piqua.
601	frt. motor	Cincinnati Car Co.		Ex CH&D 750.
602	frt. motor	Cincinnati Car Co.		Ex CH&D.
603	frt. motor	Cincinnati Car Co.	1928	Ex CH&D 603; sold.
604	frt. motor	Kuhlman Car Co.	1927	Ex CH&D 604; sold, became VT Co. 89.
605	frt. loco	Cincinnati Car Co.	1928	Ex CH&D 605; sold, became VT Co. 84.
612	frt. motor	Cincinnati Car Co.		
616	frt. motor	Cincinnati Car Co.	1906	Ex IC&E 761.
618-619	frt. motor	Cincinnati Car Co.	1908	Ex L-T 767-768.
620-621	line car	Cincinnati Car Co.		Ex L-T 764-766.
622	frt. motor	Cincinnati Car Co.	1914	Ex L-T 769.
627	frt. motor	Cincinnati Car Co.	1914	Ex IC&E 751.
628	frt. motor	Cincinnati Car Co.	1914	Ex L-T 752.
630	frt. motor	Cincinnati Car Co.	1914	Ex IC&E 770.
631-633	frt. motor	Cincinnati Car Co.	1917	631 was IC&E 776. No. 632 was IC&E 777, No. 633 was IC&E 778.
634	frt. motor			Ex L-T 779.
635-649	frt. motor	Cincinnati Car Co.	1930	
700	dump motor	Differential Car	1927	Ex CH&D 700; sold to Lehigh Valley Transit.
710	line car			Ex IC&E 710; built from pass. car 254; scrapped after head-on collision.
714	line car	Lima-Toledo RR.	1914	Ex L-T 714.
715	line car	Lima-Toledo RR.	1926	Ex L-T 715.
740	line car	Ind., Col. & E.	1923	Ex IC&E; rebuilt from pass. car 259.
753	frt. motor	Ind., Col. & E.	1923	Ex IC&E; rebuilt from pass. car 269; steel-plated.
754	frt. motor	Ind., Col. & E.	1912	Ex IC&E; rebuilt from pass. car 228.
765	frt. motor			
772	frt. motor			
775	frt. motor	Barney & Smith	1909	Ex IC&E; steel-plated body.
780	frt. motor	Barney & Smith	1900	Ex IC&E.
781	frt. motor	Cincinnati Car Co.	1916	Ex L-T Railroad.
782	frt. motor	Barney & Smith	1900	Ex IC&E.
786	line greaser	Barney & Smith	1900	Ex IC&E.
922	snow-sweeper	McGuire-Cummings	1910	Ex IC&E; sold 1941 to Dayton City Lines as No. 8.

Freight Trailer Equipment

648	boxcar	Thrall		Ex Indiana Railroad 648.
745-750	ballast	ACF	1928	Ex CH&D; returned to ACF in '33.
751-756	ballast	ACF	1929	Ex CH&D; returned to ACF in 33; No. 754 rebuilt to flat car 3400.
804-810	boxcar	Cincinnati Car Co.	1917	Ex IC&E; 809 sold to Ind. RR. (See note C.)
812	boxcar	IC&E	1927	Ex IC&E; rebuilt to boxcar 3307.
813-814	boxcar	Cincinnati Car Co.	1917	Ex IC&E.
816	boxcar			Ex CH&D.
817	boxcar	IC&E	1925	Ex IC&E; rebuilt from pass motor 256 by IC&E; converted to wrecker trailer about 1932.

C&LE abandonments: Toledo-Springfield, Nov. 1937; Columbus-Springfield, Oct. 1938; Cincinnati-Hamilton, June 1939; Dayton-Hamilton, Feb. 1940.

C&LE Roster Notes

Nos. 110-129, the lightweight, hi-speed interurban cars, were known as "Red Devils," for their bright red paint job. For a very short period, the cars were numbered 400 series (410-429).

(A) 110, 111, 116, 117, 118 and 119 were sold to Cedar Rapids & Iowa City RR. of Iowa and carried the same numbers on CR&IC. The following went to Lehigh Valley Transit, of Penna., which renumbered them as 113 to LVT 1020, 114 to LVT 1021, and 115 to LVT 1023.

(B) All of this series (except 124, destroyed on C&LE) went to Lehigh Valley Transit, which renumbered them as follows: 120 became LVT 1007; 121 became LVT 1003; 122 became LVT 1008; 123 became LVT 1005; 125 became LVT 1000; 126 became LVT 1002; 127 became 1004; 128 became LVT 1001, and 129 became LVT 1006.

(C) C&LE 809 was replaced by Indiana RR. 648 when Dayton & Western RR quit in 1937. Indiana RR. boxcar 648 was on C&LE, while 809 was on Indiana RR. System.

Former C&LE No. 113 in service as Lehigh Valley Transit No. 1020 at Lansdale, Pa., a rural setting, in May '48.

818	boxcar	IC&E	1924	Ex IC&E; rebuilt from ST&P pass. car 19.
819-820	boxcar	IC&E	1925	Ex IC&E 820; rebuilt from ST&P pass. 220.
821	boxcar	IC&E	1923	Ex IC&E 815; rebuilt from ST&P 229.
822	boxcar	IC&E	1924	Ex IC&E 816; rebuilt from ST&P.
823-825	boxcar	IC&E	1926	Ex IC&E 823; rebuilt from frt. motor. 783, 824, 825 rebuilt from Passenger Units.
827-828	boxcar		1926	Ex IC&E; rebuilt from flat trailers 1004 and 1005.
848-849	boxcar	IC&E	1914	Ex IC&E.
853-856	boxcar	Cincinnati Car Co.	1914	Ex IC&E.
860	flatcar		1911	Ex L-T RR.
867-869	boxcar	Cincinnati Car Co.		Ex IC&E.
870	boxcar	Cincinnati Car Co.	1912	Ex IC&E.
872-876	boxcar	Cincinnati Car Co.	1912	Ex IC&E.
877	boxcar	Barney & Smith Co.	1922	Ex IC&E and ex ST&P.
962	flatcar		1900	Ex CHD; rebuilt to weed killer 711 by CH&D in 1927.
963-964	flatcar	Barney & Smith		Ex IC&E.
967-968	flatcar	Standard Steel	1912	Ex IC&E.
989	boxcar	Cincinnati Car Co.	1910	Ex IC&E.
1003-1005	flatcar	Cincinnati Car Co.	1917	Ex IC&E 1004 and 1005; rebuilt to box cars 827, 828.
1205-1210	boxcar	Haffner-Thruall	1926	Ex IC&E 1208; destroyed on Dayton & Troy in 1932.
1213	boxcar	Kuhlman Car Co.	1927	Ex IC&E.
1225	boxcar	Kuhlman Car Co.	1927	Ex IC&E; wrecked on Nor. Ohio Power & Lt. in 1930.
3000-3043	boxcar	Kuhlman Car Co.	1927	Ex CH&D 3006; wrecked on Ind. RR. in 1931. Nos. 3028, 3039 destroyed prior to C&LE.
3057-3064	boxcar	Kuhlman Car Co.	1929	Ex CH&D 3060; wrecked prior to C&LE; sold to Indiana RR.
3306	boxcar	Cincinnati Car Co.	1917	Ex IC&E 811.
3307	boxcar	Kuhlman Car Co.	1927	Ex IC&E 812.
3310	boxcar	Kuhlman Car Co.		Ex CH&D 815.
3320	boxcar	IC&E	1926	Ex IC&E.
3323	boxcar	Cincinnati Car Co.	1914	Ex CH&D 816.
3326-3328	boxcar	Cincinnati Car Co.	1914	Ex CH&D 850-852.
3330-3331	boxcar	Cincinnati Car Co.	1914	Ex CH&D 854, 855.
3333-3337	boxcar	Cincinnati Car Co.	1911	Ex IC&E 862-866.
3342	boxcar	Cincinnati Car Co.	1914	Ex CH&D 971.
3350	boxcar			Ex L-T 898.
3352-3356	boxcar			3352 and 3353 were ex L-T 965-966, No. 3354 is ex CH&D 982. Nos. 3355, 3356 were L-T 983, 984.
3358-3359	boxcar			Ex L-T 986-987.
3362-3371	boxcar	Kuhlman Car Co.	1927	Ex L-T 990-999.
3372-3375	boxcar	Haffner-Thrall	1926	Ex IC&E 1201-1204.
3400	flatcar			Ex CH&D 754.
3410-3412	flatcar			Ex CH&D 971-973.
3414-3419	flatcar	Cincinnati Car Co.	1917	Ex IC&E.

Lightweight lounge car No. 127 being tested on Philadelphia & Western at Upper Darby, Pa. It was built in 1930 by Cincinnati Car Co. Tests led to building of P&W "Bullet" cars by Brill.

Wooden box motor No. 616 at Marraine shops, 1938.

Work car No. 621, also at Marraine shops, 1938.

STEVE MAGUIRE'S

TRANSIT TOPICS

Tri-City Railway car 208 at Rock Island, Illinois, about 1912. The motorman was John Krambeck; conductor is unidentified. Rails of this line were torn up in 1939.

Wesley Krambeck (nephew of motorman), 4406 Belleview, Kansas City, Mo. 64111

REVELRY was featured aboard PCC trolley 3215 on a recent Sat. night outing arranged by the Boston Singles Club and its affiliate, the Boston 29-plus Club. The car rolled into Park Street station, Boston, to meet the "gang" that had chartered it from the Massachusetts Bay Transp. Authority. Instead of cameras, tape recorders, and film, the group, half of them female, toted musical instruments, beer, and wine.

Steve Maguire

It was the biggest get-together in the 8-year history of the two clubs, both of which are affiliated with the Arlington Street Church and restricted to unmarried people of both sexes who presumably share such interests as literature, intellectual discussion, and community social action. Both hold parties every week.

A three-piece dance band pitted its rhythm against the clatter of the wheels as the 3215 headed out into the night. Some swingers let go of hand straps and began waltzing and frugging in the aisle. A more traditional note for chartered trolley trips was sounded by Henry Jones of Marlboro Street, who specializes in simulating train whistles with a gadget of his own invention. Standing in Park Street with this device, Jones was scooped up by the revelers and spent the rest of Saturday night with them, startling prospective passengers on wayside platforms as the night-club on wheels rocked on through.

Ted Wurm, 122 Monte Vista Ave., Oakland, Calif. 94611

Last trip of Sacramento Northern passenger service was on July 12, 1941. Car 1014 had just arrived at San Francisco terminal from Pittsburg, Calif., via Bay Bridge

WITH two new rapid transit routes now being built in the center of expressways, the Chicago Transit Authority is laying out proposed new routes downtown to replace eventually the elevated Loop structure, reports Alex Darragh of Wilmette, Illinois. The CTA has tentatively planned for its subway to begin on the near west side of Morgan Street and the Eisenhower Expressway at the west edge of the University of Chicago Circle campus. From there it will extend north to Monroe Street and east through the Loop to Grant Park, in which the Zoo is located.

By using the Illinois Central air rights property, the route will head north, diving under the river at Fairbanks Court, about two blocks east of Michigan Avenue. Then at Chicago Avenue and Fairbanks Court it will change from a double-tube subway to a one-way tunnel. It will angle over to Dewitt Place and continue north to Walton Street, then swing west to Rush Street, one block west of Michigan Avenue. Beneath Rush street, the tunnel will continue south to Chicago Avenue and then turn east to Chicago and Fairbanks, where it will rejoin the double-tube portion.

Alex tells us that a second subway designed to replace the Loop elevated structure is planned for a 45-foot depth under Franklin and Van Buren streets, Wabash Avenue, and Randolph Street.

A DECISION on the future of San Francisco's surface rail lines and whether or not to incorporate them into the Market Street subway now being

built will have to be made before the end of this year, according to Charles Tidwell, 2030 Noriega, San Francisco, Calif. 94122, who advocates a city-wide referendum to insure their retention.

"It seems to me," he writes, "that the Public Utilities Commission will abandon the J-Church, K-Ingleside, and M-Ocean View lines, retaining only L-Taraval and N-Judah as the nucleus of a future subway system. Where the money is to come from, PUC admits it doesn't know, for local voters have shown a marked aversion to bond issues, especially since they voted for Bay Area Rapid Transit and later were told, to their dismay, that an additional several hundred million dollars would be needed to complete the project.

"I would like to see a subway-surface system similar to those in Philadelphia and Boston. But PUC obviously has other ideas and will probably find a way to abandon the rail lines whether or not it has money to pay for substitutions. California law provides for an initiative referendum to amend the city charter to force PUC to act as the public wants. To put a charter amendment on the ballot would require 12,500 signatures. Such an amendment is now protecting our cable cars.

"I hope your San Francisco readers will contact me so that we can work to preserve our efficient surface railway system while there is yet time."

PITTSBURGH'S Beechview - Dormont trolley line will probably be chosen by the Port Authority of Allegheny County for a commuter test of the Westinghouse Skybus fantasy, reports our regular Pittsburgh correspondent, Jim Cerny. Also under consideration, however, for the proposed $60 million demonstration is the Authority's trolley line between Castle Shannon and Drake over private right-of-way.

If the Beechview line is picked and if Skybuses use the Authority's present tunnel under Mt. Washington, the other line will probably be paved and converted from trolleys to buses.

"We could bring Skybuses or buses through the tunnel on the same concrete ribbons," says the Authority's executive director, John W. Dameron. "The present tunnel wouldn't be suitable for use by both trolleys and Skybuses. If Skybuses were to run through the old Wabash Railroad Tunnel instead, our own tunnel could still be used exclusively for trolleys."

Under Dameron's domination, the rail lines seem to be the scapegoat, replaceable by buses. But we can't understand how the public could allow a good rapid transit potential to be sacrificed for the untested Skybus. Meanwhile, despite

Photograph by Allan H. Berner

Third Avenue Railway System was one of New York City's largest trolley operators. Its convertible cars ran on most lines in Manhattan, The Bronx, and Westchester. (Above) Straight-side convertible in winter dress on 181st St. during snowstorm of Dec. '47. (Below) Similar car with summer screens at Fordham Plaza in '46.

Photograph from Roger Arcara

W.P. Penny, 2770 S. Perry St., Denver, Colo. 80236

Saskatoon Municipal Ry. car in Saskatchewan's provincial capital, about 1915.

Few riders of Newark City Subway realize that this trolley line operates in the filled-in bed of the old Morris Canal, pictured in 1915. Twenty years later, trolleys began running through here, now the Norfolk Street station in Newark, N.J.
Collection of Stephen D. Maguire

Car 50 of Birmingham Electric Railway, formerly the Birmingham, Ensley & Bessemer, in 1926 on the then-new track along 17th Street at Ensley, Alabama.
Photograph by Alvin W. Hudson
1505C Montclair Rd., Birmingham, Ala.

the "busification" of most city rail lines, or maybe because of it, PAT continues to lose money at an alarming rate. For eleven months of 1967 the losses totaled $2.6 million.

PUBLIC SERVICE Coordinated Transport, which operates the city-owned Newark, N. J., subway line, running for 5.1 miles out of the city's Penn Station to the Belleville line, has notified city officials that it doesn't want to renew its lease for running the railway cars after December 31, 1969.

According to PSCT president Herbert E. Harper, the trolley subway, which carries 15,000 riders daily, lost $950,000 in the past 5 years, part of this sum being the $120,000 annual rental paid to the city for the route. The subway began service May 26, 1935, and was extended into Penn Station, Newark, on June 20, 1937. Built in the bed of the old abandoned Morris Canal (see photo), the line originally cost $5.5 million—very cheap, according to present-day prices. Today thirty PCC cars serve it, with five running in off periods and 22 to 24 in rush hours.

Mr. Harper—definitely not a rail-transit supporter—unwillingly had to admit that over the past 30 years the subway "has made one of the nation's best operating records in rail rapid transit for regularity of service, cleanliness of facilities, and convenience," to quote the *Newark News*. At this writing city, county, and state officials are pondering ways to keep the line going in view of PSCT's threat. Evidently the company is interested mainly in having the city or another agency assume the losses. The subway's success should rule out any attempt to abandon it.

Baltimore Transit Co. car on Ellicott City-Catonsville line loading passengers at Catonsville Junction, Maryland, on the line's last day of operation in May '55.
William E. Warden, Jr., 1216 Shamrock Lane, Waynesboro, Va. 22980

New Subway in Rotterdam

ROTTERDAM now has a subway, 3½ miles long, the first underground line in The Netherlands. Beautiful Crown Princess Beatrix dedicated it February 9th by pressing a button to activate a scale model of the new Metro and then buying the first ticket to ride the real thing. Next day, it was opened to the public as a paying proposition. Prior to that, thousands of residents rode the Metro during weeks of trial runs. They paid no fare but were asked to drop money into charity boxes at the line's 7 stations. The fare is half a florin, or 35c for a 5-trip ticket.

Building this subway was extremely difficult. You can dig a hole almost anywhere in Rotterdam and find water at just 3 feet. But Dutch engineers were undaunted. They drove sheet-piling into the wet ground to form two chambers, or building basins, each of about

50,000 square feet. Upon completion of the basins, laborers pumped out the accumulated water, lowered building machinery, laid a concrete floor, and pre-cast segments of the tunnel. Then the basins were flooded again, through side valves, and the segments were floated out. Segments from the two basins were joined underground.

The whole job took 7 years and cost $70 million. Work has been started on a 4-mile extension, expected to take 7 more years. Meanwhile, the new subway has 27 sleek and shiny trains capable of speeds up to 50 mph. These trains operate on steel rails resting on cork-rubber pads to lessen the noise.

Denver Monorail Proposed

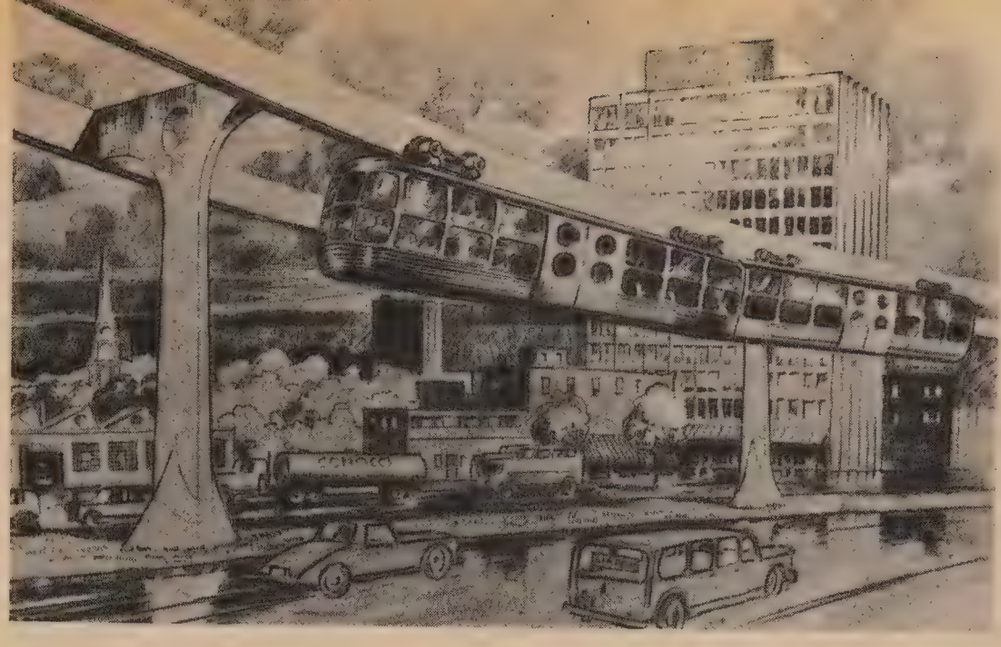
Otto Kuhler, the famed industrial designer whose streamlining of railroad trains made transportation history, especially on the Milwaukee Road, believes monorail is the key to a solution of mass transit problems. For example, during a single 12-hour period more than 400,000 persons enter or leave the downtown district of Denver, Colorado. So far, planners envision little more than additional freeways to get vast numbers of Denverites from home to work and back. The idea of conventional rail systems or buses is being considered, if at all, only half-heartedly.

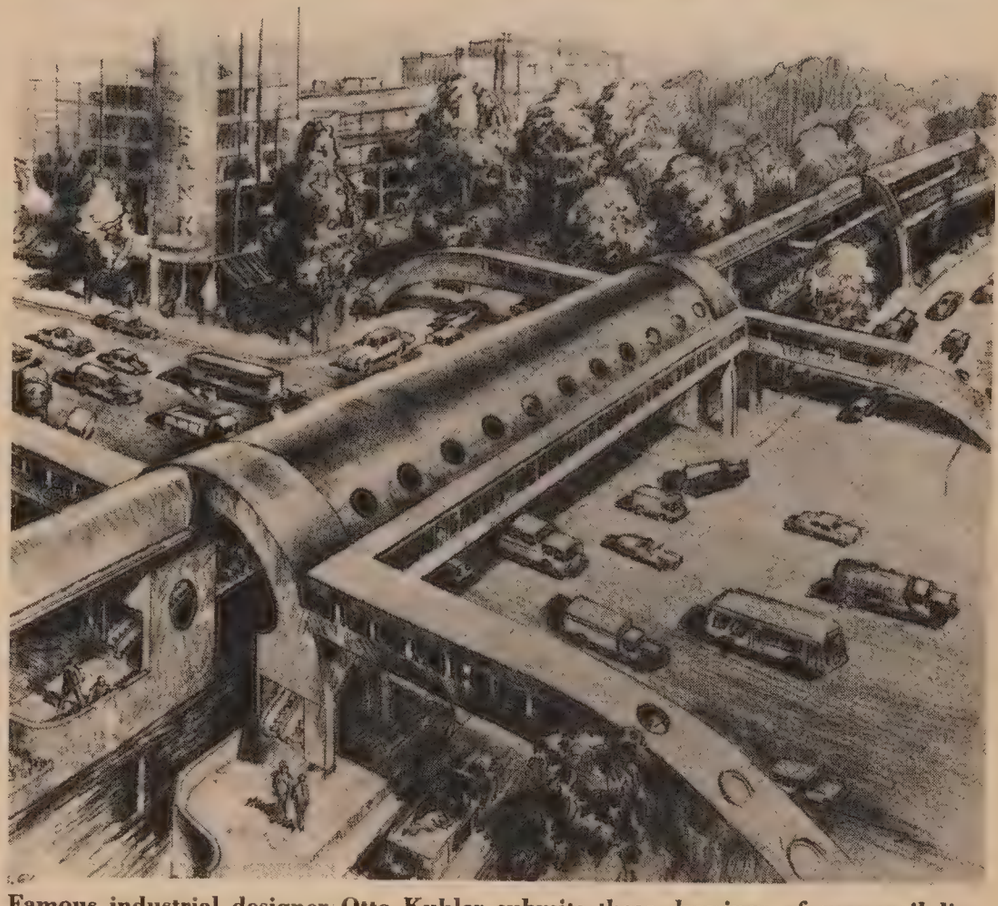
Kuhler's dramatic plan is for a monorail loop to link Stapleton International Airport with the downtown area, making use of already existing and available rights-of-way. It would be mounted on structures of welded steel or pre-stressed concrete, which, wherever possible, would rise in air space over rivers, railroad tracks or, perhaps, median strips of freeways, thus reducing costs and keeping property acquisition needs at a minimum.

The loop would be entirely automatic, eliminating train personnel. Trains would react to electronic controls to stop and start in stations. For motive power each car truck on the roof would have two direct-drive electric traction motors. There would be only 6 to 8 station stops, permitting fast acceleration and high speed. Dynamic braking—the use of the motors themselves to retard speed—would bring trains to an easy stop.

Cars would be of lightweight airplane-type construction, running on silent wheels, with large windows for maximum view. Entrance and exit doors on one side, opening by electronic control, would separate boarding passengers from those leaving. The cars would, of course, be heated and air-conditioned.

Otto Kuhler, whose address is R.F.D. Pine, Colo. 80470, was No. 18 in *Railroad's* series of "Interesting Railfans" and wrote a recently-published autobiography, *My Iron Journey*, now on sale. In his youth Otto studied the world's first practical monorail at Wuppertal, Germany, built in 1901 and still in safe and effective use in a crowded industrial area. And in the U.S., hundreds of thousands of people have ridden the 1¼-mile monorail at Seattle, Wash., built in 1962 to connect with the World's Fair grounds and still in safe, successful operation, according to Bernard Kelly, who wrote an article on Kuhler's monorail proposal for the *Denver Post's Empire Magazine*.





Famous industrial designer Otto Kuhler submits these drawings of monorail line he proposes to connect Denver's crowded downtown area with Stapleton Airport. (upper) A train on the T-bar track. (Lower) Monorail station at intersection.

Trolley Museum Notes

NEW trolley museum lines recently began operating—in Japan and in northwestern U.S. The former includes a half-mile of narrow-gage track rebuilt by the interurban Nagoya Railway, just north of Nagoya city, over a route on which city cars used to run but which was abandoned a few years ago. The Nagoya trolley line had been Japan's first. Brill Co. built its little, single-truck, deck-roofed cars with open platforms in 1895. Two of those cars have been rebuilt to what they originally

Former Chicago, Aurora & Elgin car 310 and former Veracruz open car 9 on new loop of the Columbia Park & Southwestern museum line at Olmsted Falls, Ohio.
Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719

looked like. They operate through Meiji Village, a restoration of buildings and culture in the period of the Meiji emperor (1867-1912), during which Japan was opened to Western civilization.

Details of the other new museum operation come from *The Sounder*, publication of the Puget Sound Railway Historical Association, Inc., Box 1362, Seattle, Wash. 98102. This line began functioning last November 6th at 8:23 p.m. The Association's president Hively inaugurated it by notching out the controller on a Brill "Master Unit," which had seen years of service on the Portland Traction and the Yakima Valley.

"At that moment," *The Sounder* states, "occurred the first operation of an electrically-powered car on our rails. On that run of only 14 feet, after two hours had been spent freeing the rusted brakes, Jim Ice and Dick Thrash were passengers. This was the first time the trolley turned a wheel since PTC retired it in January, 1959. Its power supply is a 1963 Oldsmobile 'Starfire' 345-hp. engine which drives a generator converted from a 140-hp. motor from Seattle Transit trolley bus 769. The combination does not generate enough power to operate all four streetcar motors, so operation was confined to motors 2 and 3.

"On November 12th, after working two hours on the trolley, Bob took it out on the main line for the first time. The car ran through the stub, up to Big Swamp, down to Kimball Creek Junction, and back to the yard. Top speed was estimated to be 30 mph."

Also in the Northwest, the Glenwood Electric Ry., museum line of the Oregon Electric Railway Historical Society, which has been operating trolleys at The Trolley Park, Glenwood, Ore., is expanding its line on both ends. A large loop is being added in the Park area while trackage on the other end is being extended to Wilson River Highway, about a mile distant. Four trolleys, including a doubledecker from Blackpool, England; an open car from Sydney, Australia, and two others now on the property are retained for future operation. Furthermore, an ex-Rio open car is likely to be shipped to the Oregon museum from Bloomsburg, Pa.

The OERHS hopes to pay for new assets and improvements by selling four of its trolleys: Key System articulated unit 169, in good condition; Los Angeles Ry. narrow-gage streetcar 1318; Portland Traction interurban 4022; an ex-Pacific Electric car without motors, and Seattle trolley-bus 626 in operating condition. Send offers to Paul V. Class, 1534 S.E. Center St., Portland, Ore. 97202.

New Electric Publications

The Rise and Fall of an Empire; Hoosier Electric Railways, by Merle D. Rice, was last fall's publication of Allen County-Fort Wayne Historical Society, 1424 W. Jefferson St., Fort Wayne, Ind. 46804, with 32 pages, 6x9", soft cover and staple binding. Price is $1. The author tells the story of those trolley and interurban lines but without illustrations, starting with the earliest electrification and bringing each company, in abbreviated form, up to date.

Selected Rolling Stock of the Chicago NS&M Railroad, Plan Book No. 1, contains 22 scale drawings of North Shore equipment, size 11x8½", with a soft cover and spiral binding. This is one of several worthwhile projects undertaken by the North Shore Technical Information Group, 1816 Douglas Ave., Ames, Iowa 50010, a group of aficionados interested in collecting, preserving, and exchanging technical data on the now-abandoned old interurban system. Write to them for price of Plan Book.

An 8 page history, ***Street Railways of Amarillo*** (Texas), has been published and included with the monthly letter of the Texas Division of Electric Railroaders Assn., Milam Bldg., San Antonio, Texas 78205. The system operated only from 1908 until 1917. Then in 1920 the city took it over and ran 4 cars until 1926. In addition to text, the booklet has 4 photos and a map. Price, 20¢ in stamps.

Hold Tight, a collection of 24 clever tramway cartoons, has been issued in 9x5" size with staplebound soft cover, for sale at 50 cents a copy. Address the publisher, Mark Pearson, *Springfield*, St. Luke's Close, Thurnby, Leicester, England. All profits from the sale go toward the restoration of a Leicester tramcar now at Crich Museum in Derbyshire.

Back copies of histories of ***Petaluma & Santa Rosa Electric R.R.*** and ***Street Railways of Eureka***, both being California traction lines, are still available from the author, Stanley T. Borden, P.O. Box 3063, Chico, Calif. 95926, at $1 each. *Western Railroader* magazine published them originally.

A new mimeographed bulletin, ***The Punchmark***, slanted to collectors of electric and steam transportation tickets, tranfers, and passes, is published by the American Fare Collection Association, c/o Melvin Rosenberg, 1900 Columbia Pike, Arlington, Va. 22204, which plans to issue it regularly. Write for further information.

Errata and Addenda sheet listing 28 changes in the text of *Electric Railway Car Trucks;* a book by E. Harper Charlton which we reviewed in Feb. '68, may be had without charge from the publisher, Harold Cox, 80 Virginia Terr., Forty Fort, Pa. 18704, but only on request from readers who already have a copy of the $3.50 book or order it.

The following books, published by the Institute for Rapid Transit, Room 7-142, Merchandise Mart Plaza, Chicago, Ill. 60654, may be obtained free by members of IRT or the American Transit Association. Non-members are charged the prices specified.

Post-War Rapid Transit Cars, Data Book One, detailed tabulation of cars ordered, 1950-'57, except NYCTA, $2.

Rail Passenger Service in Chicago Metropolitan Area, 29 pages, 3 maps, second edition, Dec. '65, $2.

Rail Passenger Service in Phila. Metropolitan Area, 29 pages, 2 maps, March '63, $1.

Economic Justification of Rapid Transit, papers delivered by 5 experts at second annual IRT meeting, May '65, $2.

Public Officials Look at Rapid Transit, 5 papers delivered at third annual IRT meeting, May '64, $2.

America Looks at Rapid Transit, 28 pages, illustrated, report on fourth annual IRT meeting (and car exhibit), May '65, $2.

City X Transit: Concept to Completion, findings of 1966 IRT workshop conferences on transit development, panel recommendations, papers presented, maps, charts, $7.50.

Rapid Transit Reference Manual, 77 pages, info. on urban transportation industry, rapid transit glossary, statistics, system news, bibliography, etc., $5. ●

The Roundhouse Foreman

by WILLIAM J. PARRY

At the risk of being blown to bits, the two men head into the oily black smoke.
Illustration by Joseph Easley

THE master mechanic is in a jam, see? There's engine failures a-plenty, and Ray Heathcote don't know what to do about it except promote Bert Mills to foreman of the roundhouse gang. Bert is an ace nut-splitter, all right, and if it wasn't for the shop committee the M.M. would have promoted him to fill the vacancy three months ago.

Trouble with Bert is, he knows he's good. He's too cocky, and Heathcote doubts the wisdom of giving him charge of the gang. But when Superintendent Pringle puts Heathcote on the carpet for the second time, asking why in hell the motive power is falling down, the M.M. has to show his hand.

"I know we've had more engine failures on our division since Danny Logan retired on pension," says Heathcote, "but Danny could get better work out of the gang and keep the roundhouse running more smoothly than most foremen. Not every assistant can keep the power in tune to haul the mile-a-minute jobs, to say nothing of cutting costs."

"That is no concern of mine," the super snaps. "If you don't fill Logan's place pretty soon, I will."

"Well," says Headthcote, "I have a kid machinist out of the big shops, named Bert Mills, who's the smartest boy that ever hit this roundhouse. But he's had no experience in handling men, and Bert's the type that the gang would love to take to the cleaners."

"Are you the master mechanic, or is the shop committee running this railroad?" the super asks icily.

And he looks Heathcote square in the eye. When Superintendent Pringle does that, you get the idea. After leaving the office, the master mechanic puts the proposition up to Bert Mills.

"Run his roundhouse?" Bert grins. "Why, if Danny Logan could handle the gang, they can't be very tough."

"Listen, kid, don't stick your neck out too soon," says Heathcote. "We've got the best roundhouse staff on the division. They have two strikes on you now, so don't ride them. You've got to lay low and let them do the work their way, or they'll run you off the job."

So Bert takes charge of the roundhouse; and "Shorty" Evans, who has been pinch-hitting, is put back on the workbench. Evans is spokesman for the shop committee. He makes quite a speech about seniority, but Heathcote tells him it's the super's orders, and he pipes down.

The M.M. sticks around the first day to keep an eye on the gang as they service the streamliners. He sees that the new foreman puts the best machinists to do the running work on the turn-around engines. It's surprising how fast Bert catches on and it looks as if the shop committee is licked.

LATER, the Old Man pays a surprise visit and finds everything on schedule. The next week and the week after, Bert gets the power for the "high iron" jobs dispatched without delays, and Heathcote gradually leaves him to his own devices.

It ain't until the third week that the master mechanic smells trouble. He is standing at the work report desk, signing work sheets, when the airbrake man shouts: "Hey, boss! Come over here!"

The fellow is testing air gages, and Heathcote hustles over to see what ails him. As the M.M. pokes his head into the cab, the airbrake guy grumbles, "You tell that fresh kid assistant to mind his own damn business."

"Is Mills trying to teach you something about airbrakes?"

"I'll say he is. Gives me pointers on testing for leaks. Ain't that a hot one,

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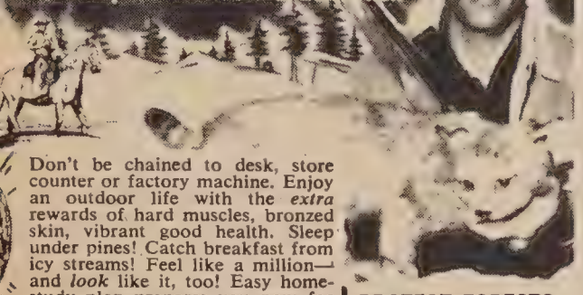

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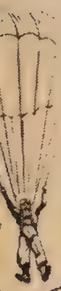

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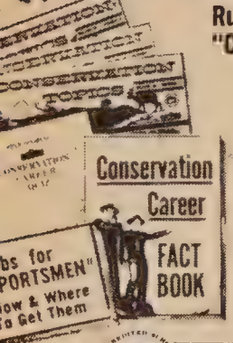

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Mr. Heathcote?" he said with a grin.

The young fool, mutters the master mechanic to himself. That's his method of handling experts—thinks he can teach them new tricks, eh? Heathcote spots Bert okaying the dispatch board, and ambles over to him.

"Say, Bert, didn't I warn you to lay off the gang for a while? Ain't you got grief enough without antagonizing the airbrake man?"

"Antagonizing?" Bert repeats. "I'm trying out some new methods. We'll have the most efficient roundhouse on the division, before long."

"I hope you're right, but you'd better go slow. The airbrake man is sore, and if he gets the gang bucking you—they'll break you, kid."

Bert just grins and turns again to the dispatch board. He chalks his okay alongside the number of the *Maple Leaf's* engine, in bold letters. When a roundhouse foreman okays an engine, she leaves the shop track for a stretch of two or more divisions. If she falls down after that and if someone has overlooked his hand—well, you're headed for the skids and the home for incurables.

Before the M.M. can tell Bert not to okay a hog unless she is mechanically perfect, the callboy races into the roundhouse with the glad tidings that the dispatcher is on the phone and all excited. From his garbled account, Heathcote learns that the parlor car on the varnished hotshot has a broken truck, and the Mechanical Department is expected to move heaven and earth to get a loco ready for the auxiliary.

Heathcote tears to the shop and tells Bert to strut his stuff. The kid still has that confounded grin on his face, but he galvanizes the men into activity. First he rounds up the fire-builder, a hostler, and a couple of fitter's helpers. Then he puts them to work lighting up the spare passenger engine. After that he has the doper examine the boxes while the engine is over the pit, and gets the greaser filling the grease cups, and chases the lubricator man into the cab to fill the lube.

A little later, Heathcote ambles out to the shop to check up. The engine is swinging round on the turntable. Bert Mills has a worried look.

"Say, Mr. Heathcote," he says, excited like. "What d'yer think these punks are aiming to get away with?"

"You haven't got the third strike on you, I hope?"

"Nope, I'm still in the game," says Bert. "But they're stalling on the job! What d'yer think of that?"

"I don't think anything. I told you to watch your step. Better be on your toes from now on, Bert, or the gang will chase you to the showers."

THE NEXT day, Heathcote has to change the pony-truck wheels on a heavy freight-hauler. The wheels are flanging and have to come out. Being short-handed, he gives Bert instructions to bring Tony Musseleeny, the big Italian helper, in from the ash pit and put him on the job with Shorty Evans. Tony is built with hands and arms like a gorilla and he's a good man on a jack.

Heathcote is hardly seated at his desk, looking over the correspondence, when Shorty strides into the office.

"Well, boss," he says, beating Heathcote to the draw, "your wise-guy foreman is just another blow-hard. I need my regular helper on that wheel job. I don't want Tony."

"Just a minute, Evans," the master mechanic says coldly. "Those were my orders to put Tony with you. Now get out and change those wheels."

Evans opens his trap as if to reply, but closes it as the damnedest racket comes through the open door. The noon whistle is blowing and a hubbub is coming from the roundhouse diner.

Heathcote hustles over to the diner with Shorty at his heels. The roundhouse gang is sitting around the long board table, eating lunch. Bert is standing in the open doorway, yelling his fool head off. His lunch kit is in one hand; the other is clenched in a big, hard fist. His face is white and he's trembling all over. You can see he's just about burning up.

"Who in hell put those sticks of pin-grease in my lunch kit?" he yells.

The men pay no attention but keep munching sandwiches. Heathcote looks at the kid's lunch, and sees it's covered with sticks of soft, sticky pin-grease like he says. Bert's grub is a total loss.

"Who's the dirty bum?" he goes on.

Nobody speaks. Bert steps up and shakes his fist under Shorty's nose.

"You did this," he accuses. "You're the filthy skunk that's scared to admit it." Evans is exploring his own food box and doesn't look up. "All right," Bert says. "I'll make you talk!"

He jerks his arm back and is about to let go a fast one for Evans's jaw, when Heathcote intervenes.

"What's going on here?" asks the official. "Who's the smart aleck that ruined this man's lunch?"

Nobody answers. Except for the steady champ, that diner is as silent as Pharaoh's tomb.

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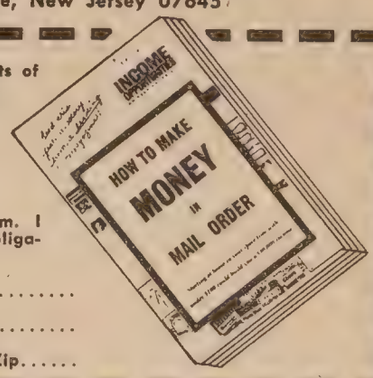

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It looks like the beginning of the end for Bert Mills. When fellow workers gang up on a guy, he's on the way out. But when they give him the silent treatment, the end is in sight for sure.

The master mechanic would have been tickled to death to put the skids under a couple of trouble-makers around the shop. But it's the last thing he wants for Bert. So he decides to ask the shop committee to call the gang off.

LATER on, he summons the committee into his office. "Now see here, men," he says, "what's the idea of trying to run Bert Mills off the railroad?

The committee looks at Heathcote like he's asking them to tear up the shopmen's seniority list.

"Who's trying to run the kid off?" asks Evans in an aggrieved tone.

"Listen, Evans, you're the griever for the shopmen and you're responsible. There's no sense acting like a bunch of nitwits. Mills is a smart machinist, trying to make good, and I'm asking you to give the kid a break."

"Mills will have to take his medicine," says Evans bluntly. "He's a pain in the rear end. The gang ain't gonna stand for his meddling. What d'you think of that, Mr. Heathcote?"

The M.M. don't think much of it and says so in no uncertain terms. But it's plain he's not getting anywhere with the shop committee. So he chases them back to their work and lets events shape their own course.

The next day he is in his office, trying to catch up with the correspondence, when Bert barges in with the bad news that he's found a crack in the left main rod of the streamlined engine. She's just in off the westbound *Maple Leaf* and is due out again in less than three hours. The hoghead failed to find the flaw, and so did the fitter, who inspects the turn-around power. But Bert, taking no chances, found the defect.

Roy Heathcote tells his foreman to pull the streamliner off her run and turn out the spare passenger engine. The latter is a hand-fired Pacific type, with 75-inch drivers, but long past her prime. Her steam pressure is only 200 pounds to the square inch, while the streamliner carries 275 and is equipped with all the latest gadgets.

For the next hour, the master maniac has things to do. Sandy Johnson, engineer on the *Maple Leaf*, is out in the roundhouse, growling like a bear with a foot caught in a steel trap, while he proclaims to all and sundry that no engine crew this side of hell can make running time with the *Maple Leaf* on a hand-fired bomber like the one he has.

No one pays much attention to his raving. Bert gets the gang working on the spare engine, then keeps out of the way as the rotund hoghead waddles around the shop. Finally, his patience exhausted, Bert runs Johnson out of the roundhouse. But he forgets to check up on the lubricator man—which later proves to be a serious oversight.

OF COURSE, Johnson should have checked the hydrostatic lubricator. But fuming over a small engine and a heavy train throws the throttle-jerker off his stride. The fireboy is having trouble building a blaze without making too much black smoke and he also forgets to check the lubricator. Probably the fact that the *Maple Leaf* has two additional air-conditioned coaches, to take care of the week-end rush, has something to do with the failure to check oil in the lube.

So Sandy Johnson ain't in a happy frame of mind when he highballs the pride-of-the-system out of town. With the first 46 miles to cover in 50 minutes and make a scheduled stop, the hogger is digging the spurs into her when they pass the roundhouse.

As Johnson says afterward, they're about five miles from the "stop" and are holding their own, when the reverse lever begins to do strange tricks in the quadrant. Sandy figures the valves and cylinders are calling for more lubrication, so he opens up the feeds. The perspiring fireboy is busy trying to keep the jumping lever from pulling his fire. Finally they both take a look-see at the lubricator. She's as empty as a switchman's wallet 36 hours after pay day.

They manage to keep going, however, until the hogger shuts off for the scheduled stop. As they slow down to spot for water, the fireboy hops off with the valve-oil pot and scoots to the nearest filling station. He's after a quart of heavy motor-oil, there being no emergency valve-oil on the engine—another bad oversight of Bert Mills!

The engine crew worries along over the rest of the division with no further grief. But motor-oil, as everybody knows, is a poor substitute for superheater valve-oil. A badly-clinkered fire not being a good steam producer, they're lucky to get by with the loss of only 20 minutes running time.

Judging from the urgent messages which lay on Heathcote's desk the following morning, the 20-minute stab to the pet train has jarred things worse than a depth bomb on a submarine.

Along about noon the master maniac

gets a sizzling wire from the super's office. The big brass collar says he'll be in on the *Inter-City Limited* to conduct an investigation in person. Heathcote promptly notifies Bert and the lubricator man to be on deck at 2.30 p.m.

At the appointed time the two culprits shuffle in and seat themselves in front of the official desk. Being the senior culprit, the master maniac is given a chance to prove that the art of railroading is the shifting of responsibility.

Superintendent Pringle listens unimpressed while Heathcote states his case. Then he grunts, and glares at Bert Mills. "Let's hear you explain this empty lubricator, young man."

"I can't," says Bert. "Every last man was given explicit instruction what to do in preparing the spare passenger engine for the *Maple Leaf*. I don't understand how the lubricator could possibly have run dry."

"Did you personally supervise the filling of the lubricator?"

"No, sir," Bert manages to gasp.

"Jumping Jupiter!" the super bellows. "Giving orders and not seeing that they are carried out! Perhaps this man can supply the explanation."

He fixes the cringing lubricator man with a steely stare. But that individual swears he put four pints of high-grade superheater valve oil in the lubricator. His alibi is that the hogger must have fed too much oil to the valves and cylinders, which in turn ran the lube dry.

NOW, Superintendent Pringle didn't fall into his position by accident. He knows that hydrostatic lubricators don't as a rule, empty themselves halfway over a division, if the lubricator is well filled before you start. And rail officials are not usually weak-minded. The super is aware that the lubricator man's alibi can't hold water. Further questioning draws the admission that the culprit "thought" the lubricator was filled.

The super then dismissed the lubricator man with an impatient wave of his hand and the promise of an enforced vacation, together with 30 brownies. After that, he whirls savagely on the master maniac.

"Mr. Heathcote, some officials carry out their duties and keep an eye on the men under them. In future I shall expect you to see that this foreman"—he waved a deprecatory hand at Bert—"doesn't shirk his job."

Then the Old Man gives Bert a tongue-lashing that sends him stumbling out of the office like a sick dog.

That night Heathcote turns it over in his mind, trying to figure some answer. There's one thing certain—if matters go on the way they are, Bert will soon be back on the bench again, or lose out entirely.

The M.M. decides to have a confidential talk with the kid and explain how Danny Logan used to get along with the bunch. You can't *drive* a man to give you a fair day's work, but you can make him *want* to do it.

The next morning, he has a man-to-man talk with Bert. "The only thing you can do," he says, "now that you're in a jam, is to pat Shorty Evans on the back. Make him believe the railroad couldn't run without him. Make him think you're glad to have him around."

"Nothing doing!" says Bert. "I'll not back up from that sorehead!" He shakes his fist. "I'll make that damned mechanic and his gang eat out of my hand, if it's the last thing I do!"

And that's how things stand for some weeks, with nothing of consequence disturbing the routine. The gang is doing things—little pesky things—to break the kid's nerve. But he's right on top of the play each time and they don't get away with nothing.

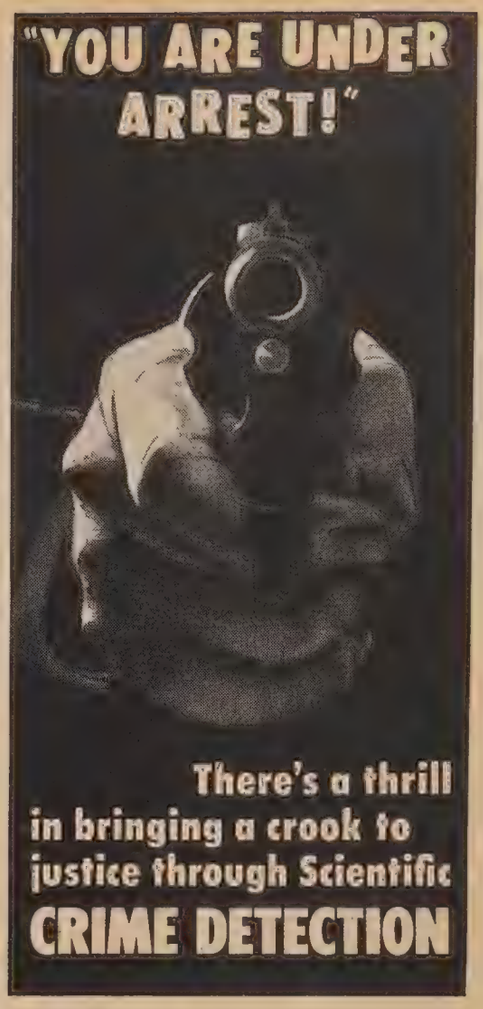
HOW long the gang will continue to make things tough for Bert is pure guesswork. However, and very suddenly, there's a fire in the old shop, which is connected to the machine shop and boiler room by a wooden partition. It starts in the locker back of the stationary boilers. The flames would have been brought under control without much damage but for the fact that the boilers use oil for fuel.

These boilers have fireboxes facing the wooden partition. Between the partition and the boilers is a spur line, the spur being used to run tank cars, with oil for the boilers, into the old shop. So that the fuel oil will flow by gravity to the storage tanks, the spur is raised at the end facing the boilers. And when the fire is discovered, a tank car is on the spur discharging oil into the storage tanks.

The flames are already licking at the wooden partition. If they reach the tank car—well, there won't be much left of the roundhouse, or that section of town, either.

The roundhouse gang tries to control the fire by playing a hose on the partition, but heat drives 'em back. Someone is running for a wrench to unscrew the pipe-line coupling, so the tank car can run down the spur, when Tony Musseleeny elbows his way through the fire-fighters.

"Take it easy, Tony!" Heathcote shouts. "You can't go in there, man—



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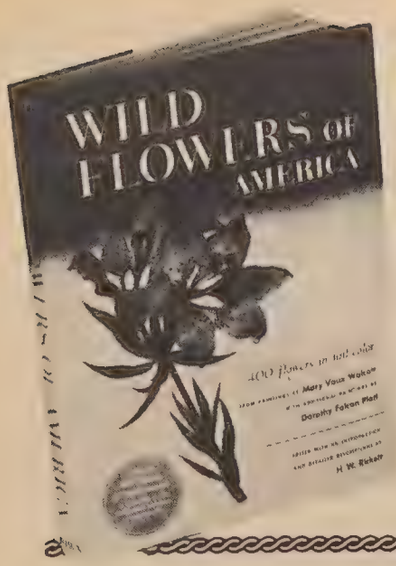

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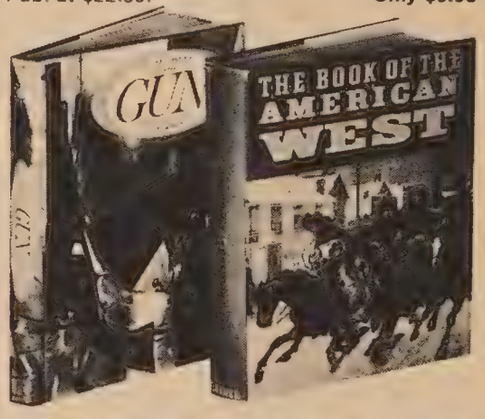

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it's suicide!" He raises both hands.

But the husky Italian brushes the M.M. aside like a fly and dashes for the tank car. Then his big hands grab the coupling. With a mighty twist of his powerful wrists he breaks the joint, and the connection swings free. The tank car don't move. The hand brake is holding her fast.

Tony tries to climb up on the running board to release the brake, but burning waste in the journal boxes sets the board on fire and the acrid smoke drives him back. It looks like the roundhouse is doomed. The Italian staggers out of the boiler room. His eyes are red and smarting, his hair and eyebrows singed.

As Heathcote staggers along with the shopmen, surging back from the terrific heat, he sees that Bert has dropped the fire-hose nozzle and is high-tailing it for the yard goat. The hostler parked the goat at the end of the spur in readiness for the dog-watch crew. Heathcote follows Bert as fast as he can, but his limbs seem to move slower than a ball-player on the way to the dugout after being called out on strikes. It seems ages before the M.M. hops on the front footboard and adjusts the coupler.

"Come ahead!" he shouts to Bert.

At the risk of being blown to bits, those two men head into oily black smoke. Heathcote's nerves are taut. Every turn of the goat's wheels seems to take precious minutes. Bert is coughing in the cab as they move through the burning doors. At any moment the storage tanks might explode, blast the shop, and spray the slow-moving goat with flaming oil.

THERE ain't no use trying to see the tank car through the pall of smoke. It will be difficult to make the coupling or see if the pins drop into the locking dogs when the knuckles slide into each other. Heathcote can't give signals, because Bert has no way of seeing them. The M.M. decides to line up the drawbar by guesswork.

Cautiously the goat moves along the spur. Heathcote aims to locate the drawbar of the tank car through smarting eyes. His lungs are full of oily smoke. His mind races like the slipping drivers of a high-wheeler on wet rail. Seconds seem like hours. Then a tongue of red flame shoots upward from the running board, illuminating the drawbar, and he sees they are not in line to couple.

Shoving a drawbar into line with the foot is against the rules. But the master maniac takes a chance and pushes the engine's drawbar into line with the tank car with his foot. The drawbars couple as the goat hit the tank, and he sees the pin drop into place.

"Back up!" he yells. "Damn the smoke! Back up! Back up!"

It seems an age before he hears the air cylinder exhaust. The reverse lever goes into back gear. The squat drivers spin madly for a moment as Bert jerks the throttle open. Then, feeling the sand beneath their flanges, they get a firmer grip on the rail. Now the two men are moving backward rapidly down the spur track, out of the blazing shop. Heathcote stumbles off the footboard into the crowd as it surges back.

The fire-fighters then work on the blazing journal with extinguishers. Danger of an explosion is averted; the worst is over. Bert climbs down from the cab and staggers across to the first-aid room. Ray Heathcote is pretty well scorched himself, so he follows the foreman. Both men are keyed up to a higher emotional pitch than humans are normally built to stand.

Two days later, the superintendent rolls into town in his private chariot. The machine shop, boiler room, and old shop are a total loss; and the brass collar wants to know all about it. This is Heathcote's cue to give Bert a swell build-up, so he makes the most of it.

Bert is out in the shop, his left hand in bandages, bossing the gang as usual, when the super walks up and personally congratulates him for saving the roundhouse. Praise from a brass collar is praise indeed, but Bert takes that in his stride. Mr. Pringle and his satellites pass on. The gang gathers around Bert, slapping his back and pumping his good hand.

Shorty Evans stands aside, watching the foreman out of the corner of his eye. Then he comes slowly over and stands there, staring at Bert.

"Well, kid," he says, "seeing as you're in line to be our next boss, and maybe superintendent of motive power, we may as well quit bucking each other and start working together. Right?"

Bert grins and knocks away the fist. He sticks out his good hand and they shake to clinch the bargain . . .

Maybe you've heard roundhouse men say that two guide bars won't go together unless they're lined up true. That's the way it is with Bert Mills and Shorty Evans because the roundhouse seldom has an engine failure now. It's the most efficient roundhouse on the system. Superintendent Pringle says so. And he should know. ●

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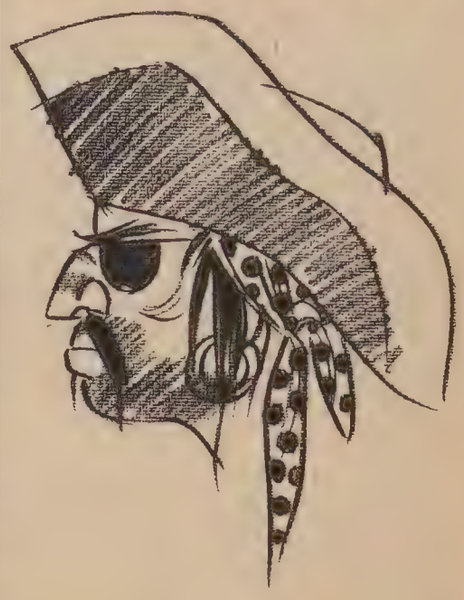

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BOOKS OF THE RAILS

TO HELL IN A DAY COACH ***An Exasperated Look at American Railroads,*** **by Peter Lyon, 324 pages, 5½x8½", hard covers with index and bibliography; no illustration. J. B. Lippincott Co., East Washington Sq., Philadelphia, Pa. 19105; $5.95.**

Have the railroads been railroaded? Are passengers being passed up? Is freight-forwarding fraught with frightening foibles? Swami Peter Lyon sees all, tells all! In this sarcastic, entertaining, often exaggerated, and sometimes scholarly treatise, he analyzes the present situation of our railroads and how they got there. Lyon implies that current troubles on American rails are the fault of management traditionally oriented toward a fast buck, and he lays blame mostly at the feet of rail barons of the late 19th and early 20th centuries.

Indeed, the first half of the book is more history than analysis: here are the stories of railroad empire-builders and their machinations, each apparently seeking to outwit the others in the mad scramble for stock ownership and control. Most of what is told here is already known, but since Lyon has a fine talent for organization and choice of words, he has produced a good brief reference work on the subject.

He contends that management today carries on the same exploitative tradition, though not flamboyantly. Deception, he claims, is still the order of the day, and he regards many top officials as financial manipulators incompetent to run railroads in the best interests of the public and still earn a profit. Lyon cites facts which make one wonder whether the public isn't still being victimized by the caprice of those in control of the railroads. Commuter service, say most railroad managements, is a financial drain requiring a large stock of cars which are used only a few hours each weekday, and lie idle the rest of the time. But freight cars, the author claims, are used an average of only nine hours and twenty minutes per week, which is less than the utilization of the commuter cars which cause such anguish. Here is the other side of the argument that railroads are being squeezed to death. Expect loud rebuttal from those impaled on the barbs of Lyon's wit.

GREAT POEMS FROM RAILROAD MAGAZINE, edited by Robert J. Wayner, 129 pages, 8¼x10¾", semi-stiff covers, illustrated by Joseph Easley. Wayner Publications, Box 871, Ansonia Station, New York, N.Y. 10023, $3.50. (Not sold by *Railroad Magazine* Book Service)

Never before have we seen or heard of an anthology of railroad poetry; this, undoubtedly, is the first and only one of its kind. Judging from the many queries we have received over the years, it will fill a widely felt need. A considerable number of these poems and songs have real literary value; all are rich in railroad flavor. Represented here are classics that have long been popular, in addition to the work of little-known but knowledgeable versifiers who have written from the viewpoint of their own experience as railroad men.

It's a fabulous book. It is fairly large, printed on a good quality of thick, smooth paper in type easy to read, and illustrated with clever cartoons from an old series, "Not on the Wheel Report," by Joe Easley, whom we consider the top railroad cartoonist-illustrator of all time. *Great Poems from Railroad Magazine* is a nostalgic volume to read and re-read. It is one to muse and chuckle over, preferably while a railroad sound record is giving forth on a hi-fi player. It is also a book from which to memorize and recite old favorites.

Bob Wayner has compiled other books, notably *Pullman Panorama* and the soon-to-be-published *Name Trains of North America.* His book of electric loco rosters is now out of print, but Bob will issue a revision of it.

ATMOSPHERIC RAILWAYS, *A Victorian Venture in Silent Speed,* by Charles Hadfield, 240 pages, 5½x8½", illustrated, hard covers, with appendix and index; David & Charles, Newton Abbot, England; distributed by Taplinger Publishing Co., 29 E. 10th St., New York, N.Y., $8.50.

In the century and a half since railroads first became practical, all sorts of propulsion methods have been tried. Some met with success; the atmospheric system didn't. Briefly, it consisted of an ordinary track with a tube running between the rails, this tube having a slot along its top closed by a leathern flap. A train would be attached to a piston in the tube by a rod which projected through the slot and lifted the flap as it went along. Pumping engines located at lineside supplied the pressure or vacuum in the tube. Several such lines were operated in Great Britain in the 1840's to 1860's, but came to be regarded as failures with the development of more practical steam locomotives. The atmospheric railways nevertheless have an air of fascination (no pun intended) about them, much as do rack railways and cable cars, and this book about them is well written and printed.

GHOST RAILROADS OF KENTUCKY, by Elmer G. Sulzer, 257 pages, 8½ x 11", hard covers, illustrated, with appendices. Vane A. Jones Co., 6710 Hampton Dr. East, Indianapolis, Ind. 46226; $12.

This is a revue, in words and pictures, of Kentucky's railroading past. Here are short lines long gone or absorbed by the large systems, profusely illustrated with photos, maps, tables, statistics, ticket reproductions, etc. Sulzer covers such lines as the Lexington & Eastern, the Mountain Central, the Red River Valley, the Flemingsburg & Northern, the Frankfort & Cincinnati, and many others. Several views of modern operations are also included. Slick paper and fairly good photo reproduction make this a worthy record.

NARROW-GAUGE LOCOMOTIVES: hard-cover reprint of a Baldwin Locomotive Works catalog of 1877, foreword by Laurance S. Reid, 47 pages, 5½x8¼", illustrated; University of Oklahoma Press, Norman, Okla. 73069; $5.95.

Students of locomotive history will be interested in this account of narrow-gage power produced by Baldwin's subsidiary, Burnham, Parry, Williams & Co. Ten locos are illustrated.

THE STEAM LOCOMOTIVE IN 1838: *Robert Stephenson's Patent Locomotive Engine,* reprint of an 1838 treatise by Thomas Tredgold, 23 pages with 4 large fold-out engravings in a pocket; 9x12", paper covers; illustrated; Glenwood Publishers, P.O. Box 331, Los Gatos, Calif. 95030, $2.50.

Technical description of one of the earliest steam locomotive types, reprinted in reduced size so that a great deal of detail is included.

PENNSYLVANIA RAILROAD K-4s, compiled, edited, and published by Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa.; 40 pages, 9x6", paper covers, illustrated, $3.

Here is the famous K-4s from beginning to end, including the streamliner era. Included are 70 pictures, text by the PRR Motive Power Dept., specifications, rosters of numbers, etc. Nice print job and handy format.

THE BUDD RDC IN CANADA, by Raymond F. Corley. 28 pages, 11x8½", paper covers, perforation-bound, illustrated, Upper Canada Railway Society, Box 122, Terminal "A", Toronto, Ont., Canada, $2.50.

This book admirably fulfills the promise of its title. It presents the development of the Budd Rail Diesel Car and its applications in Canada, with text, tables, drawings, and many fine photos. Essential to any student of the RDC's and followers of modern railroading.

LIGHT RAILWAYS OF THE FIRST WORLD WAR, by W. J. K. Davies, 196 pages, 5½x8½", hard covers, illustrated, with index and appendices; David & Charles, Newton Abbot, England; distributed by Taplinger Publishing Co., 29 E. 10th St., New York, N.Y.; $8.50.

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MILE-HIGH TROLLEYS, by Wm. C. Jones	$ 7.95	($ 7.55)
MY IRON JOURNEY, by Otto Kuhler	$10.95	($10.40)
RAILS ACROSS PANAMA, by J. L. Schott	$ 5.50	($ 5.25)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
BRITISH RAILWAY ACCIDENTS, by J. Hamilton	$ 8.95	($ 8.50)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$ 8.50	($ 8.05)
HISTORIC RAILWAY DISASTERS, by O. S. Nock	$11.00	($10.45)
EASTERN STEAM PICTORIAL, Pennypacker	$15.00	($14.25)
COLLECTOR'S BOOK OF LOCOMOTIVE, Alexander	$15.00	($14.25)
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THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
THE TRAINS WE RODE, Vol. II, Beebe-Clegg	$15.00	($14.25)
LOCOMOTIVES THAT BALDWIN BUILT, Westing	$12.95	($12.30)
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LOCOS. OF DICKSON MFG. CO., Best	$10.00	($ 9.50)
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DIRECTORY, RY. OFFICIALS, YEAR BOOK	$10.00	($ 9.50)
RAILS THROUGH DIXIE, Krause, Reid	$ 8.95	($ 8.50)
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STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
TWILIGHT OF STEAM LOCOMOTIVES, Ron Ziel	$ 5.95	($ 5.65)
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THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
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GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 4.95	($ 4.70)
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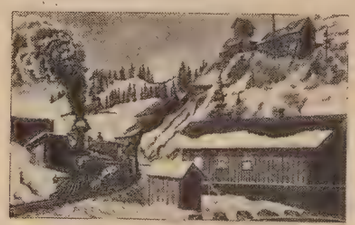

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Shortlines of Kentucky

Present-Day Locomotive roster compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tract Effort	Weight	Date	Notes
Cadiz Railroad								
7	300	GE	45-ton	B-B	27,000	90,000	1954	
Carrollton Railroad								
Owns no locomotives. Leases Louisville & Nashville 2294.								
Clinchfield Railroad								
200	1500	GM-EMD	FP7A	B-B	60,510	242,730	1952	
350-355	1200	GM-EMD	SW7	B-B	61,067	244,268	1950	
800-805	1500	GM-EMD	F3A	B-B	60,130	240,530	1948-9	1
806-814	1500	GM-EMD	F7A	B-B	60,130	240,530	1951	1
815-820	1500	GM-EMD	F7A	B-B	60,130	240,530	1952	
821	1500	GM-EMD	F7A	B-B	59,500	238,000	1949	2
822	1500	GM-EMD	F7A	B-B	59,500	238,000	1950	2
823	1500	GM-EMD	F7A	B-B	57,500	230,000	1951	3
850-852	1500	GM-EMD	F3B	B-B	60,180	240,730	1948-9	
853	1500	GM-EMD	F7B	B-B	60,180	240,730	1949	
854-860	1500	GM-EMD	F7B	B-B	60,180	240,730	1951	
861-863	1500	GM-EMD	F7B	B-B	60,180	240,730	1952	
864-868	1750	GM-EMD	F9B	B-B	60,180	240,730	1955	
869	1500	GM-EMD	F7B	B-B	61,250	245,000	1950	5
900-911	1500	GM-EMD	GP7	B-B	60,345	241,379	1950	
912-916	1500	GM-EMD	GP7	B-B	60,345	241,379	1952	
917-918	1750	GM-EMD	GP9	B-B	60,345	241,379	1956	
919	1500	GM-EMD	GP7	B-B	64,080	248,310	1950	6
2000-2009	2000	GM-EMD	GP38	C-C	?	?	1967	
3000-3007	3000	GM-EMD	SD40	B-B	?	?	1966	
3034, 3039, 3049	1000	Alco-GE	S4	B-B	69,000	230,000	1950	7
Frankfort & Cincinnati Railroad								
100	600	GE	70-ton	B-B	35,000	140,000	1946	8
101	600	GE	70-ton	B-B	35,000	140,000	1947	
102	600	GE	70-ton	B-B	35,000	140,000	1947	
Kentucky & Indiana Terminal Railroad								
44-46	1000	Baldwin	VO 1000	B-B	71,245	237,480	1942	9
47	1000	Baldwin	VO 1000	B-B	72,245	240,980	1943	9
48-50	1000	FM	ALT 100.6A	B-B	72,000	240,760	1947	
51-52	1000	FM	ALT 100.6A	B-B	72,000	238,700	1948	
53-54	1000	BW	DS 4-4-1000	B-B	69,000	230,000	1948	
55-59	1000	FM	ALT 100.6A	B-B	62,095	248,380	1949	
60-64	1200	FM	H12-44	B-B	61,775	247,100	1951	
65-66	1200	FM	H12-44	B-B	61,800	247,200	1953	
67-68	1500	GM-EMD	SW1500	B-B	60,712	246,510	1966	9
Kentucky & Tennessee Railway								
101	1000	Alco-GE	S2	B-B	69,000	230,000	1943	10
102-103	1000	Alco-GE	S2	B-B	69,000	230,000	1944	10
104	1000	Alco-GE	S2	B-B	69,000	230,000	1949	11
Morehead & North Fork Railroad								
Owns two units; one may be ex-Elgin, Joliet & Eastern 215; the other ex-LIRR.								
Paducah & Illinois Railroad (owns no locomotives)								
Tennessee Central Railway								
50	660	Alco	HH 660	B-B	?	?	1939	12
51	660	Alco-GE	S1	B-B	49,500	198,000	1941	
75-77	1000	BW	DRS 4-4-1000	B-B	60,000	240,000	1948	13
248-250	1600	Alco-GE	RS-3	B-B	62,000	249,750	1951	16
251-254	1600	Alco-GE	RS-3	B-B	61,750	246,990	1950	14
255-258	1600	Alco-GE	RS-3	B-B	61,830	247,320	1952	
259-260	1600	Alco Pr.	RS-3	B-B	61,075	244,300	1956	
301-302	1800	Alco Pr.	RS-11	B-B	60,240	241,000	1962	15
303-305	1800	Alco Pr.	RS-11	B-B	60,240	241,000	1963	15
400-401	2000	Alco Pr.	DL-721A	B-B	60,650	242,600	1966	14
801-805	1500	Alco-GE	FA-1	B-B	58,900	235,600	1949	14, 15
801B	1500	Alco-GE	FB-1	B-B	?	?	1949	15

Notes on Kentucky Shortlines

These rosters are based on data from officials of Alco Products, TC, Cadiz, Carrollton, K&IT, and K&T, and are accurate as of fourth quarter, 1967. For he purpose of our rosters, a shortline is defined as a common carrier railroad listed in either the Official Guide or the Pocket List of Railroad Officials, or both, which has a route-length of less than 400 miles. Locomotive builders: GE, General Electric; GM-EMD, General Motors-Electro Motive Div.; Alco-GE, American Locomotive Co.-General Electric; FM, Fairbanks-Morse; BW, Baldwin-Westinghouse; Alco, American Locomotive Co.; Alco Pr., Alco Products.

(1) Clinchfield 800-804 were upgraded to F7A. Nos. 805-806 wre rebuilt to F9A.

(2) Clinchfield 821-822 were originally Nashville, Chattanooga & St. Louis 814, 822; then Louisville & Nashville 1814, 1822; then Clinchfield 821-822.

(3) Clinchfield 823 was originally NC&SL 914, then L&N 1914, then Clinchfield 823.

(4) Clinchfield 850-852 were upgraded to F7B.

(5) Clinchfield 869 was originally NC&SL 918, then L&N 1918, then Clinchfield 869.

(6) Clinchfield 919 was originally NC&SL 753, then L&N 1753, then Clinchfield 919.

(7) Delaware & Hudson 3034, 3039, 3049 were sold to Relco Equipment Co. Although these units were seen operating on the Clinchfield, it is unclear whether they were purchased or leased.

(8) F&C owns two other units; specifications are unknown to us. Barre & Chelsea 12, 14, 15, which were originally Motpelier & Barre 21, 22, 20, all GE 70-tonners, were transferred to F&C. B&C 12 was later sent to Greenville & Northern. These may be the "missing" locomotives; we do not know whether or not they were renumbered as F&C power.

(9) K&IT 45, 47 were traded for 67-68.

(10) K&T 101-103 were originally Denver & Rio Grande Western 110, 118-119; then K&T 101-103.

(11) K&T 104 was originally D&H 3028, then K&T 104.

(12) TC 50 was scrapped in 1963.

(13) TC 75-77 were sold to Alco Pr.

(14) TC 254 and 801 were traded to Alco Pr. for 400-401.

(15) TC 802-805, 801B were traded to Alco Pr. for 301-305.

(16) TC 248-250 were originally Reading 502, 508, 518; then sold through Alco Pr. to TC, where they became TC 248-250.

Weird New Sonic Lure Caught Fish Like Crazy!

By Lyman Walton, Co-Inventor
As Told to Paul Stag
The Weekend Fisherman

Think of it! My new VIBRATING LURE gives loud, GURGLING, SPLASHING, BUBBLING sounds as you skitter it along the surface of the water! Sends out up to 200 vibrations every minute underneath that water! Looks COMPLETELY UNLIKE ANYTHING THAT ANY FRESH WATER FISH HAS SEEN BEFORE.

And has already used this weird sight and weird sound and weird sonic vibrations — in one of its very first Summer trials — to lure fish into attacking it so savagely that they actually knocked it out of the water. Hauled in trout, bass, muskie, walleye, and pike, even when other lures had caught little or no fish right next to it! Heres why —

THIS IS AN ARTIST'S CONCEPTION OF THE VIBRA-BAT LURE AND IT'S SONIC EFFECT UNDER WATER! I believe it to be irresistible to fish! Try it entirely at our risk!

CAUGHT! 120 FISH IN ONE HOUR!

Yes! Imagine that YOU were there — at Cattail Lake, Illinois, on August 20, 1961. A hot summer day! A beautiful stream-fed pond — 90 by 60 feet wide! Fishermen trying lures, flies, natural bait! But despite the fact that this is a stocked trout farm with no limit, there is only an occasional strike. It looks like a wasted day!

And then, three die-hard friends decide to try their luck with me! We start to cast from the edge of the water. At the end of our lines is an **ENTIRELY DIFFERENT LURE** — a weird little metal monster that casts like a bullet and flutters back through the water like a drowning bat!

EVEN EXPERIENCED FISHERMEN WATCHED IN AMAZEMENT!

Almost at once **THAT QUIET WATER EXPLODES INTO ACTION!** The first strike causes a shout of excitement! And then a second strike! A third, fourth, sixth, seventh, eighth! Beautiful rainbows and browns still shimmering from the water — being pulled in at the rate of more than one every minute!

Now the water is almost exploding with fish striking! Sometimes four and five trout savagely attack one lure at the same time! Fifty — seventy — ninety fish are caught and released! People along the shore stop to watch the spectacle!

In one short hour, we have caught and released 120 fish! All **WITH** the very same weird little lure that can go to work for you next week, without your risking a penny!

WHAT'S THE SECRET? UNDERWATER SONIC VIBRATIONS!

Why did this bat-shaped lure catch fish by the stringer-full — even after ordinary lures,

Meet Lyman Walton — a direct descendant of Isaac Walton and co-inventor of the amazing VIBRA-BAT LURE.

and natural bait have caught little or nothing? For this simple reason —

Because this lure gives off unique **GURGLING, BUBBLING, SPLASHING SURFACE NOISES** — plus up to 200 sonic vibrations every minute underneath that water — that I believe **FISH FIND IRRESISTIBLE!**

Yes! I am certain that sonic pulsations are the answer to every fisherman's prayer. I have studied the Navy Fish Biologist reports about the sounds fish make between themselves in the water! I have seen fish follow the propellers of a boat as though they were hypnotized by the sound!

And I have always believed that if I could take those gurgling, bubbling, splashing surface sounds and underwater vibrations — that actually seemed to **CALL FISH TO THEM** — and build that sound into a "Vibrating Lure" then it could haul in eye-popping catches, even where ordinary lures had caught little or nothing at all! Even in hard-fished waters where the wise old fish run away from ordinary lures!

JUST READ THESE FISH-CATCHING ACHIEVEMENTS! TRY IT AT OUR RISK!

Yes! Research showed me that lures, like fish, create Sonic Vibrations in the water by their movements! So I have designed a lure that I estimate **FLUTTERS THROUGH THAT WATER UP TO 200 TIMES A MINUTE!** Wing-shaped — bat-like — **JERKING AND FLUTTERING MADLY THROUGH THAT WATER — SENDING OUT IRRESISTIBLE SONIC WAVES — GURGLING, SPLASHING, BUBBLING SURFACE SOUNDS THAT TRAVEL THROUGH WATER IN EVERY DIRECTION, AT THE RATE OF 4,760 FEET EVERY SECOND, THE ACTUAL SPEED OF SOUND UNDER WATER!**

No wonder this "**VIBRA-BAT**" lure caught a 10 pound 7½ ounce Northern on one of its first tests — only moments after it hit the water — hauled in six bass in sixty minutes in another test, all 2½ pounds or larger — pulled in perch by the dozens in a third test at Belmont Harbor, Illinois, even after live bait and lures had scarcely a strike, and **CONTINUED** to land so many fish, so quickly, **THAT FISHERMEN WATCHED IN AMAZEMENT!**

No wonder our tests show this revolutionary new lure hauls in trout, bass, muskie, walleye, pike, salmon and other fresh water fish even in hard fished waters — produces strikes even when other fishermen alongside it are going almost unrewarded!

AMAZING 6-MONTH TRIAL OFFER

You simply cannot believe the fish-catching powers of this amazing lure until you try it yourself, **FOR 6 FULL MONTHS ENTIRELY AT OUR RISK!** We cannot guarantee, of course, that these amazing VIBRA-BAT SONIC LURES will produce for you in every pond, river or lake everytime you go fishing **BUT WE DO GUARANTEE** that these VIBRA-BAT LURES will definitely catch MORE fish for you . . . make you agree that this is the greatest little lure you've ever used — OR SIMPLY RETURN THEM ANYTIME WITHIN SIX FULL MONTHS FOR EVERY CENT OF YOUR PURCHASE PRICE BACK!

You and you alone are the only judge! You have nothing to lose! Send in the Six Month Trial Coupon TODAY!

SPECIAL NOTICE

Harrison Industries has told on this page the amazing story of the **VIBRA-BAT** as related to us by Lyman Walton.

We have received signed statements from Lyman Walton and other fishermen that these facts are correct.

Incidentally—the words "Gurgling—Splashing—Bubbling" are Walton's particular translation of the weird sound. Actually no two fishermen would agree on a description of this sound. But you will agree on its amazing results, or your money back!

——MAIL AMAZING 6 MONTH TRIAL COUPON TODAY——

HILLSDALE ASSOCIATES, DEPT. AMG-668
208 East 43rd Street, New York 10017

Yes, I want to try **VIBRA-BAT** Lures on Amazng **6 MONTH TRIAL OFFER.** Send me set of three different **VIBRA-BAT** Lures in gleaming Nickel, Yellow and Jet Black color combinations . . . all for only $2.98 (4.00 value!) if **VIBRA-BAT** does not catch more fish . . . and make fishing more fun . . . if **VIBRA-BAT** is not the greatest lure I've ever used, I can return it within 6 months for full refund.

☐ **PAYMENT ENCLOSED.** Enclosed is $2.98 (cash, check or M.O.). Ship me set of **VIBRA-BATS** postpaid. I **SAVE** all C.O.D. charges. Money Back Guarantee.

☐ **SEND C.O.D.** I will pay postman $2.98 plus C.O.D. postage charges. Same Money Back Guarantee.

NAME_____

ADDRESS_____

CITY_____ STATE_____ ZIP_____

HOBBY CLUB

conducted by Sy Reich

Not burglars heisting railroad souvenirs, these are members of NRHS South Penn Chapter removing appurtenances from Everett Railroad No. 11 last spring in preparation for paint job. Loco was providing steam for stripping off old paint.
Photograph by Terry Leach

LETTER from John M. Maris, vice pres., Morris County Central RR., Rte. 10, Whippany, N.J. 07981: "Wife and I leased to MCC a 65-foot business car, built in 1894, which we bought from Canadian National and painted red. It has been—and will be—listed in *Official Register of Passenger Equipment.* What we know of its history follows: 1894, GT 2905; 1923, GTW 67; 1924, CN 67; 1925, CN 81; 1940, CN 54 1968, MCC 54, the *Eagles Mere.* We need other info. and pix of this car.

Sy Reich

"Morris County Central now has oil-burning steamers 385 (2-8-0) and 4039 (0-8-0) 4 CNJ coaches; CNJ coach converted to snack car; 3 flatcars with seats and railings for open-air rides; Pennsy, D&H, and NYC cabooses; L&H boxcar for storage; Erie coach (donated to our museum by E-L), and Washington Terminal 4-wheel caboose, We operate Sats. in April and Nov., 1:30, 3 p.m.; also Sats. and Suns. in May thru Oct., 1:30, 3, 4:30 p.m. Special daily school trips in May; week-day public trips, July, August, popular vacation time."

Steam Shortlines

Arrangements to buy a steam loco, probably a 2-8-0, to replace their 2-8-2 No. 17 are being made by the Livonia, Avon & Lakeville, reports Eugene H. Blabey, assistant to the president. The 17 (ex-Savannah & Atlanta 505; Baldwin, 1923) was pulled out of service last June for urgent firebox repairs too costly to make now.

"We expect to be back in the steam excursion business this summer," Gene writes. "Last year our freight business doubled, a claim which very few roads can make, and will probably gain even more this year, because the Lehigh Valley's plan to abandon their branch into Livonia would give us some of their customers. But due to lack of steam, we carried only about 15,000 passengers in 1967, less than previous years."

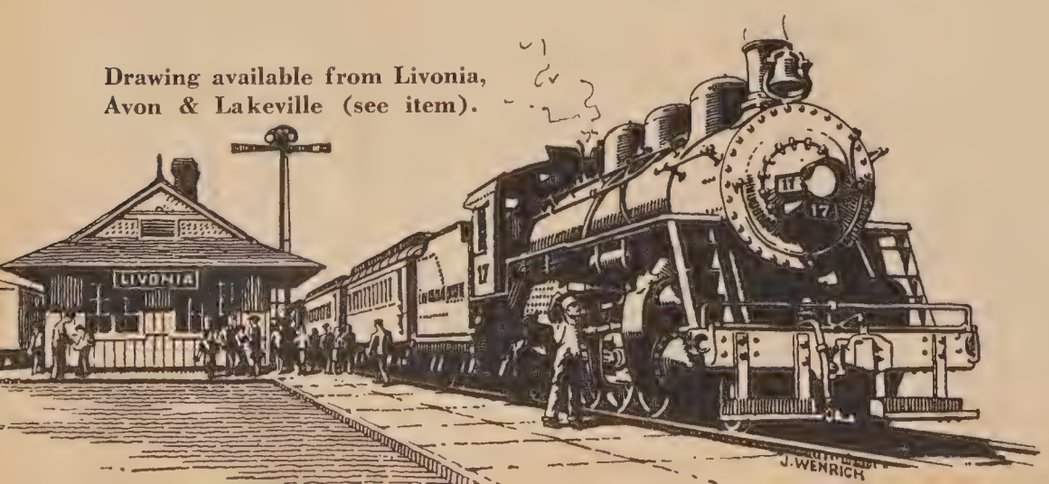
Copies of a pen-and-ink drawing by John Wenrich, 8x10", suitable for framing, showing No. 17 ready to leave Livonia depot, may be had for $1 each, postpaid, from C.A. Haak, treasurer of the LA&L, Livonia, N.Y. 14487. Money from this sale will be used toward restoration of No. 17. Railfans who send $10 will get a share of LA&L common stock, this money going to the purchase of new power. (See photo on page 61.)

Edgar T. Mead, Jr., chairman of The Steamtown Foundation for the Preservation of Steam and Railroad Americana, Box 71, Bellows Falls, Vt. 05101, announces a fund-raising effort for a memorial to F. Nelson Blount, founder of Steamtown. This memorial will be a train pulled by a 4-4-0 woodburner, No 216, which began serving the Central Pacific (now SP) in 1887. The train is expected to be ready when Steamtown U.S.A. reopens Memorial Day. The exhibition cars will highlight Mr. Blount's varied career and will feature a movie telling his life story. Edgar is author of the new book *Over the Hills to Woodstock* (reviewed in our April issue).

Indiana Ry. Museum has added a mile of trackage, over which trains will begin to run June 1st, when the season opens with a ribbon-cutting ceremony. Included is a ride over a breathtaking trestle. The line is part of the old Milwaukee Road—in fact, the farthest point east that the Milwaukee ever reached. The museum line's equipment includes a 1936-built Baldwin 0-4-0, CA&E interurban car 318, and North Shore cars 228 and 250. A Monon caboose is expected to arrive in May. The museum is located 60 miles S.E. of Indianapolis via Interstate rte. 74 and Indiana 3. Plans call for building a carhouse this summer, buying part of New York Central's Michigan branch (due to be abandoned soon), and stringing overhead trolley wires. Dues: $5 a year, life membership $100.

Our next front cover will be a beautiful color-shot of a steam train approaching Fontana Village station at Fontana Dam, N.C.

Drawing available from Livonia, Avon & Lakeville (see item).



Railroadiana

Mail-order catalog, 22 pages, listing over 700 diff. rr. and trolley postcards may be had for 10¢ stamp from Railroadiana Shop, N.J. Museum of Transportation, Allaire, N.J. 07727. Also, 16-page catalog of cloth enblems and other rr. items is still available for 10¢. State which catalog you want.

Beat this for a New Spare-Time or Full-Time Job!

Enjoy the High Earnings, Prestige and Security Offered in This Booming Professional Field

If you're an average person with some high school education, here's your chance to render a great service to the community, and get paid handsomely. No previous experience is necessary. Some men operate privately part time, then switch to full time later. (This is NOT a sales job.)

An Exciting Profession, Richly Rewarding

What has created this unusual opportunity? The ever increasing number of insurance claims being filed because of auto accidents, home accidents, fires, thefts, tornados and floods. People are badly needed by insurance and transportation companies, as well as government agencies, to investigate these unfortunate losses, and quickly provide money in fair payment. ***And the demand for good trained investigators far exceeds the supply.***

We Train You Privately by Mail

The Liberty School of Claim Investigating has quickly trained hundreds of men, who used to work at boring, humdrum jobs in factories and offices to become professional accident investigators. Only 15 minutes reading a day puts you on the road to success. You can progress as fast or as slow as you wish.

Since there are only 24 lessons, some men have received their diplomas in five or six weeks. Others prefer a more leisurely training program. (And the cost is less than you'd imagine, with payments as little as $10 a month.)

Earnings Like These in Our Files!

Anthony Allen of Baltimore writes that he is now making $1080 a month. John Parzynski, a former plant guard, writes he has made $38 a day, working only part time. Bill Peck averaged $188 a day investigating hurricane claims. Oscar Silcox earns as much as $100 a day working as an independent investigator.

Free Employment Help

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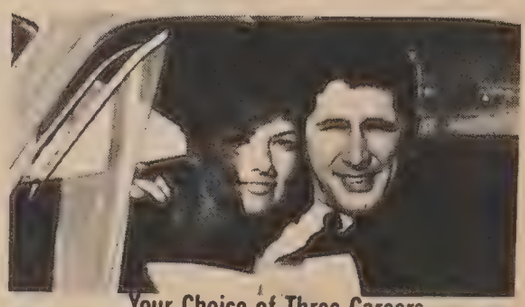

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Photograph by Gaylord M. Messick, 81 Drexel Ave., La Grange, Ill. 60525

Illinois Railway Museum at Union, Ill., about 60 miles from Chicago, operated its Shay No. 5 for the first time Oct. 29, 1967, last day of its season. Two former CB&Q suburban coaches comprised the train. Museum features operating trolleys.

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A new group, Railroad Station Historical Society, is based on the fact that railroad passenger depots are fast becoming extinct. RSHS encourages the collection and preservation of pix and data on all kinds of railroad buildings. Editor of its mimeographed, illustrated bulletin is Wm. F. Rapp, 430 Ivy Ave., Crete, Neb. 68333. The sec.-treas. is Stanford C. Downs, 901 Dale Dr., Lincoln, Neb., successor to Tuck Richardson, who died in an automobile accident Jan. 20th. The group seeks new members; dues, $1 a year.

Three western narrow-gages, the Montana Southern, the Bellevue & Cascade, and the Ohio River & Western will be covered in a new book being prepared by David W. Braun, 5290 Minerva Ave., Sacramento, Calif. 95819. He'd like to hear from anyone having pix, rosters, etc., of those lines; will answer all mail and return all borrowed material.

There is no truth to rumors that the Colorado Railroad Museum, or any part of it, will be moved from its present site at Box 641, Golden, Colo. 80401. Furthermore, it is not for sale nor will it become affiliated with any projected museum. So says CRM trustee Cornelius W. Hauck, 8400 Summerhouse Rd., Cincinnati, Ohio 45243.

Exact copies of timetable No. 1 of the Lake Erie & Western's Ft. Wayne Div., dated Jan. 22, 1921, have been published by Northern Indiana Railroad Historical & Technical Society and may be had for $1 each, postpaid. Address Merle D. Rice, NIRHTS *Bulletin* editor, Rte. 2, Huntington, Ind. 46750. He also sells reprints of 1876 maps of 3 Indiana counties, each 11x13", on parchment, showing railroads, plank roads, Wabash & Erie Canal, Indian reservations, ghost towns etc., mailed folded, 50¢ each; rolled, 75¢ each. NIRHTS will issue monograph on a Nickel Plate and a Wabash loco diagram book (both free to associate members, $4 a year). Merle also runs a model rr. craftsman supply house selling passes, letterheads, tickets, other printed matter.

"Anyone who wants to get his *Railroad Magazine* files bound should take them to a regular bookbinder (see yellow pages of phone book)," writes Wm. F. Toye, 909 Lincoln Ave., Palmyra, N.J. 08065. "It would cost about $4 or $5 per volume."

Setouts and Pickups

"How would you like to get a 47-mile rail ride for only $1.25 (round trip, $2)?" asks Arthur T. Knowles, P.O. Box 1943, New York, N.Y. 10017. "That is the fare on the Panama Railroad, first opened to passengers in 1885. Before that date, gold-seekers on their roundabout way to California paid 50¢ a mile, but only part of the present rail line was available then. If they didn't have the fare they could walk the tracks —even that privilege they had to pay for."

J. Buckley sends the following additions to our Illinois Shortlines rosters (March,'68): The Aurora Elgin & Fox River owns GE 44-tonner No. 5, bought new in 1946. LaSalle Bureau County 0-6-0 No. 2 was sold to Chicago Gravel Co.

Further info. is available on the disposition of Elgin, Joliet & Eastern locos Nos. 118, 223, 229, and 707, sold to Industrial Maintenance Service, having all been scrapped. No. 215 was sold to the Moorehead & North Fork, renumbered 15. George R. Silcott handled this sale. Belt Railway of Chicago No. 306, sold to Precision Engineering, was resold to Green River Steel Co., renumbered 306. Peoria & Pekin Union 300-301 were sold to Weirton Steel Co., renumbered 216-217

Scott Paper Co. now owns Chicago & Eastern Illinois 102, renumbered 3.

Steam in Britain

British Rys. had only about 350 active steam locos March 4th and will withdraw the last standard-gage steamers Aug. 4, 1968, reports J.N. Bennett, Bolton, Lostock Hall, Rose Grove, Larnforth, England. Since early Oct. the London Midland has been the only region operating steam, mostly on freight, concentrated in a pocket in the northwest between Liverpool, Manchester, and Lakes District. Railfan visitors before Aug. 4th should buy LM Region timetable and seek steam at Bolton, Lostock Hall (Reston), Rose Grove, Larnforth, and Manchester. The BR withdrew its US Army switchers last July; one is now on a private line. Sounds of BR steam's last year are recorded in SL-102, entitled *British Steam*, issued by Sonologue Ltd., 9-10 Pollen St., London W1, England, price unknown to us. Michael A. Eagleson calls this record "a happy combination of steam sounds and narration."

Says he: "Most of the commentary occurs at lulls in the sound story without spoiling the sequence. The job is well edited. Voices of men in cabs and towers are often heard quite clearly. There are good bands of cab rides, switching, and hill-climbing. As Howard Shottenfeld stated in January *Railroad*, the sound fidelity is not up to the best American standards, but I think the imagination and cleverness of *British Steam* more than offsets that flaw."

Howard Shottenfeld's Jan. review of the record *British Steam* prompts a comment from Ken Klein, 301 Royal Ave., Rockford, Ill. 11003: "I have ridden the cabs of many British Railway engines, especially on my off-duty time during the war, and found their equipment, as a rule, in excellent mechanical condition. Anyone interested in BR sound records in LP should write to Arco Record Co.,

Michael A. Eagleson, 286 Washington St., Glen Ridge, N.J.

British Railways 4-6-2 No. 70045, class 7P6F, *Lord Rowallan*, passing Beattock Summit, August 6, 1966. This is the loco featured in *British Steam* record.

113 Fulham Rd., London, SW3, England, and Decca Record Co., 9 Albert Embankment, London, SE1, England. "Down under" rail sound records may be had from Australian Railway Historical Society, Box 5177 AA, GPO, Melbourne, Victoria, Australia.

Along the Steam Trail

May 19: Steam-diesel trip, New Haven RR.; lv. Grand Central Term. 9:20 a.m., Stamford 10, Norwalk 10:14, Bridgeport 10:30, New Haven 11, Hartford 12:30 noon. Steamer 97 from Hartford to Waterbury, etc., mostly over frt.-only rails. Fares from all stations $11.50 (kids $7.50). Buffet lunch en route $2. Seats limited; get tickets early from Conn. Valley RR. Asso., Box 65, East Hartford, Conn. 06108.

Four standard-gage, coalburning Baldwin locos (three 2-6-2's, one Mogul) are now at abandoned mill of Lee Tidewater Cypress Co., Copeland, Fla., reports Tom Lawson, Jr., in *Cinders from the Smokestack* (organ of Heart of Dixie RR. Club). Years ago, Steamtown U.S.A. bought those locos but never moved them; now wants to sell all at prices it paid. Each would have to be trucked 20 miles to SCL at Sunniland, Fla., for shipment to new owners.

"Your Jan. issue printed my list of steam locos in Indiana but failed to include 0-6-0 No. 71," writes James V. McKay, Gordon Divinity School, Wenham, Mass. 01984. "This loco rests on the property of a Mr. Shoyer, northwest of Muncie, Ind., next to a gravel pit. With her is an ex-Pennsy caboose lettered 'Lakes Junction' and a partly-restored Pennsy depot from Upland, Ind. Also: I have found ex-CB&O 0-6-0 No. 510, in poor condition, in front of Sheraton Resort at French Lick, Ind. I'd like to hear from anyone regarding steam and trolley operations established since 1960, shortlines now in operation, stored locos or trolleys."

Steam pix of old Lake Erie & Detroit River and Lake Erie & Huron will be bought by Harry R. Sterling, (C&O engineer, Canadian Div.) 39 Maple St., St. Thomas, Ont., Canada.

"We appreciate your running an item, plus pic, on our Climax loco in March *Railroad,*" writes Robt. L. Johnson, Rte. 1, Box 265A, Rossville, Ga. 30741, representing Whistles in the Woods, Inc., a steam engine museum. "As a result, we are getting letters offering aid in our Climax restoration project. Obviously, your magazine is widely read."

Recently, when the boilers in a Reading, Pa., hospital failed, Canadian Paci-

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Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it.

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For years, New York Central's West Side freight line operated partly on Manhattan's streets to reach old St. John's Park station south of Canal Street. Law required a man on horseback carrying a red flag to precede all trains on the streets. In the 1930's the line was relocated to cuts, tunnels, and viaducts; here, the last of the "West Side Cowboys" leads the final run along Tenth Avenue on March 29, 1941. The locomotive, No. 529, was a third-rail—battery—diesel-electric combination.

fic 4-6-2 locos 1238 and 1286, owned by George Hart and stored at Communipaw, N.J., were fired up and sent there to supply steam until the hospital's heating system could be repaired.

Sierra engine 18 (pictured in Oct. '66 issue) has been sold for junk, reports Allen Lehr, P.O. Box 16, Jamestown, Calif. 95327. Allen tells her history. Built by Baldwin in 1906, the year *Railroad Magazine* was founded, she saw long service on Sierra rails before being launched into a movie career in 1937. Her first film was *In Old Chicago* in 1937; her most famous role, *Dodge City*, in 1938. Other films in which No. 18 appeared: *My Little Chickadee* and *Young Tom Edison*, 1939; *Return of Jesse James, Santa Fe Trail, Bad Men of Wyoming*, and *The Texas Rangers*, 1950; and *When the Daltons Rode* and *Drums of the Deep South*, dates unknown to Allen. When that engine was retired to a Jamestown siding in 1952, she had 35 films to her credit. But souvenir hunters stripped her of so much that she became useless.

H.C. Kerr, Jr., revisiting his old home town of Rolla, Mo., learned that in 1957 the Frisco Railroad had given that City 4-8-2 loco No. 1501 and an old coach for display in Schuman Park. The city protected this exhibit with a chain-type fence 8 feet high. But last spring some crook stole the loco bell and the coach's marker lights but did not damage the equipment otherwise. Fans are cautioned to be on the lookout for those items. If anyone should spot them he should contact Phelps County Historical Society at Rolla.

No. 486, class K-36, one of the last narrow-gage steamers built for the Denver & Rio Grande, in 1924, has been donated to Canon City, Colo., for display in Royal Gorge Park. Because she's so heavy, 286,000 lbs., the bridges and clearances would not permit her to run on the Silverton Line. She had been out of service for several years. Canon City's new acquisition is guarded by a full-time park patrol.

Ten black ghosts—symbols of a bygone era that will never return—stand vigil over Texas' shortest railroad, the Moscow, Camden & San Augustine, as it winds along the 7-mile route from Camden to Moscow five days a week, writes Jerry Arnold in *The Shreveport* (La:) *Times*. Weeds and vines intertwine the wheels of the old steam engines, birds build nests in their broken lanterns, and the valves, covered with cobwebs, have been locked into place by rust. The low mournful sounds of the steam whistles at Camden have been replaced by the bleats of diesels.

But oldtimers like MC&SA conductor Joe Lopez and retired engineer Carter Caton haven't forgotten. They often visit Camden's railroad graveyard, stopping to reminisce about the old days when the sturdy little steamers hauled logs from virgin forests to the lumber mill.

N.B. Weatherford, 74, logging superintendent of W.T. Carter & Brother Lumber Co., which owns the engines, knows the history of each. One, he says was used in building the Panama Canal. Those old girls, dating back to 1901, were retired by the railroad many years ago. The lumber company had leased the engine to the MC&SA Railroad.

The railroad's passenger coach, built in 1896 to carry Long Island N.Y., commuters, has been with the company since 1929. Each summer, the burlap covered seats of the old coach are filled with throngs of curious vacationers who visit the railroad cemetery.

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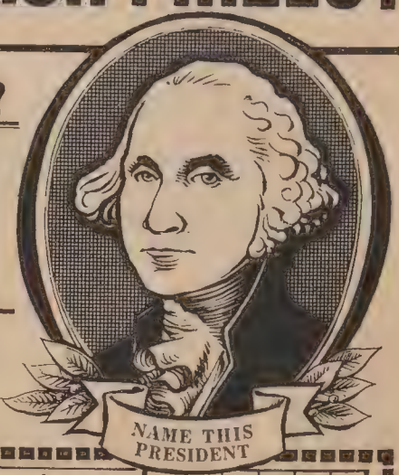

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eskimo house	I	G	L	O	O	
mid-day	N	O	O	N		
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bandit	O	U	T	L	A	W
hit with hammer	N	A	I	L		

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Late News Items

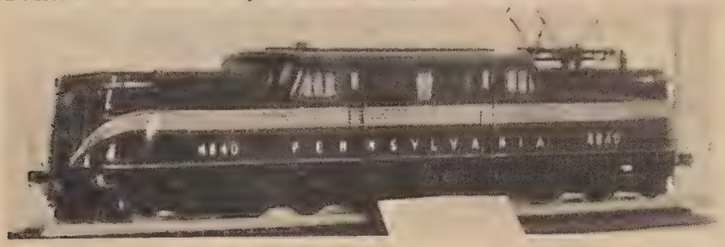
Norfolk & Western officals predict that on or about April 1st of this year their road will take over the Erie-Lackawanna. The latter is one of 3 roads that the ICC has ordered the N&W to absorb as a means of keeping them operating in the face of much stronger competition by the new Penn Central.

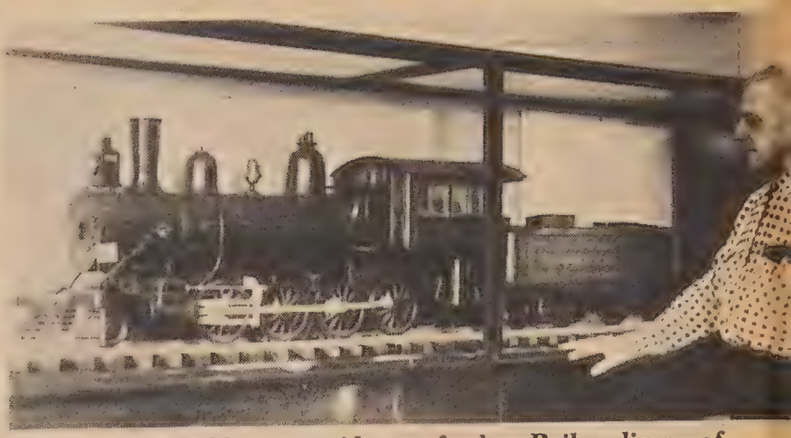
Ford Motor Co., while not pessimistic about the future of automobiles and trucks, is quietly preparing to diversily, reports *The Wall Street Journal*. Its first step will be a modest entry into the railroad field, recalling the fact that the late Henry Ford once took over and held for sometime the Detroit, Toledo & Ironton Railroad. We await details.

A program for rehabilitating some old MU cars in the Philadelphia area is

RAILROADIANA ON DISPLAY

(Above) Live steam ½"-scale model of B&O No. 5300, *President Washington.* (Below) Wooden ½"-scale model of Pennsylvania GG-1 was built prior to construction of the actual locos, and was used in wind-tunnel aerodynamic tests. Painted in second style GG-1 trim, it was donated by PRR.





William S. Webber, president of the Railroadians of America, inspects 1½"-scale model of PRR class H-3 2-8-0, built by apprentices in Wilmington shops, 1889.

Only large railroadiana exhibit in New York City area is maintained by the Railroadians of America at New Jersey Historical Society Museum, 230 Broadway, Newark, N.J. Open 10 a.m. to 4:30 p.m. Tues. through Sat., but closed in August, Museum is accessible from New York by PRR or Hudson Tubes, and No. 18 bus north on Broad St. via Broadway; or by Erie-Lackawanna from Hoboken and a short bus ride or walk.

Exhibit of Phoebe Snow memorabilia from Thomas Taber collection.

All photographs on this page by Roger Arcara

Gerald Newman operates model of the Baker valve gear, with steam chest and cylinder cut open to show piston and valves.

announced by Stuart T. Saunders, Penn Central chairman. It calls for major overhaul of at least 10 cars per month, including propulsion motors, car bodies, and interior fitting. Plans call for bolting down the reversible seat back-rests so half of them will face in one direction, half in the other. Thus many passengers will have to ride backward on every trip —hardly an attraction.

The Reading has just received a $4.6 million passenger service-support contract from the Southeastern Pennsylvania Transportation Authority. The award, retroactive to last July 1, will reimburse the road for nearly all its loss from commuter runs under present contract.

The Santa Fe has started construction of a 4.71-mile industrial spur to serve Boise Cascade Corporation's proposed multi-million dollar pulp and paper mill complex near DeRidder, La.

Canadian National has developed a freight car so well insulated that it may eliminate the need for refrigeration or heating units for some kinds of railway traffic. The car is enveloped in polyurethane foam, which reduces the need for wood in the structure. Heat transfers through wood six times faster than through polyurethane. The car's temperature control system is set into the door to leave the 50-foot interior free for freight. ●

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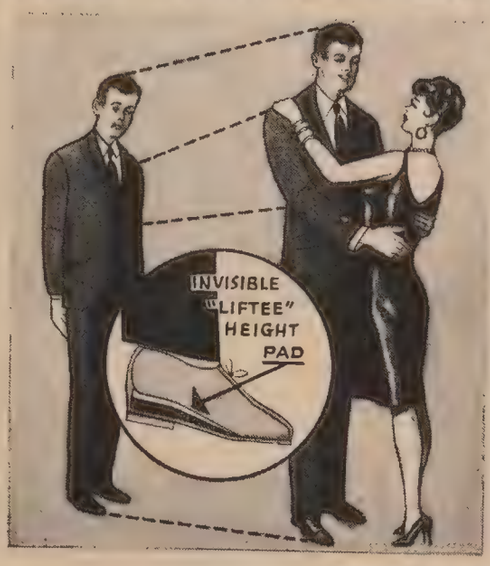

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Livonia, Avon & Lakeville No. 17 at Pole Bridge Rd. overpass, May 1967.
Photoghaph by Clayton Richards

High Iron Co. steam trip on Jersey Central to Ashley, Pa., Feb. 18, 1968, used Steamtown 127 (ex-CPR 4-6-2), assisted by Strasburg 90 (ex-Great Western 2-10-0). Photographed westbound at Mountain Top, Pa., by George Forero, Jr., Box 443, Villanova, Pa. 19085. Tender of No. 90 was derailed on return trip; riders returned by chartered busses.

Coming Events

April 20: Branford Elec. Ry. Film Festival, 8 p.m. in St. Peter's Auditorium, 132 E. 54th St., New York City. Movies of abandoned electric lines in N.Y. area will be shown, incl. 9th Ave. L, trolley trip Coney Is.-Yonkers, etc. Tickets $1.50 ea. in advance from Geo. Horn, 89-40 151st Ave., Howard Beach, N.Y. 11414.

April 21: Trip to San Miguel Mission via Southern Pacific "Coast Daylight," sponsored by Pacific Coast Chapter of R&LHS. Guided tour. Contact Arthur Lloyd, 974 Pleasant Hill Rd., Redwood City, Calif. 94061; or Don Thrall, 610 Arlington Ave., Berkeley, Calif. 94707.

April 26-28, May 10-12, May 24-26, June 7-9: "Eel River Rail Rambles"—trips on Northwestern Pacific Budd car and "Super Skunk" in redwood country. One night in Ft. Bragg, one night in Scotia. Details from Arthur Lloyd, 974 Pleasant Hill Rd., Redwood City, Calif. 94061; or Don Thrall, 610 Arlington Ave., Berkeley, Calif. 94707.

April 27-28: Annual Vermont Rail Week-end of Empire State Ry. Museum. New York to Bellows Falls, Vt., via NHRR and B&M. Steam loco will pull train over Green Mt. RR. to Rutland, Vt. Two visits to Steamtown. Round trip from N.Y., $22.50, incl. adm. to Steamtown; hotel, meals extra. For details and fares from Stamford, New Haven, Hartford, Springfield, write Empire State Ry. Museum, Box 459, Wall St. Sta., New York 10005.

May 4: Special train on Western Pacific to dedication of Oroville Dam. Details from Arthur Lloyd or Don Thrall; addresses above.

May 5: High Iron steam trip on Penn.-Reading Seashore Lines from Camden to Cape May, N.J., using ex-CPR 4-6-2 No. 1286. Four movie runs. Open-door baggage car, diner, parlor, open-end obs. car. Fare from Camden or Haddon Hgts., $13.95; children $7.95. Tickets and brochure from High Iron Co., P.O. Box 200, Lebanon, N.J. 08833.

New Eng. Div. of RR. Enthusiasts' excursions: May 4, Goffstown and Hillsboro B&M branches, both having covered bridges; May 25-26, two days on NHRR in Mass., R.I., Ct., N.Y. Details from Roland Blodgett, Box 244, Malden, Mass. 02148; or Joe Lajoie, Box 3, Methuen, Mass. 01844.

May 11-12: Steam excursion on Union Pacific, using 4-8-4 No. 8444, out of Denver. Many photo stops and movie runs. Open-door baggage car, diner, obs. car. Overnight stop at Rawlins, Wyo.; hotel, meals extra (no sleeping in cars). Leave Denver Union Sta. 8 a.m. Sat. Fare, $26; children $17. Tickets and brochure from Rocky Mt. Railroad Club, Box 2391, Denver, Colo. 80201.

May 25: "NRHS Day" at Wanamaker, Kempton & Southern steam ry. Special photo run with steam. Railroad movies by John Scharle in evening. Details from sponsor, NRHS Hawk Mt. Chapter, WK&S RR., Box 24, Kempton, Pa. 19529.

May 26: Pittsburgh trolley excursion, using 1911 deck-roof car M-454 and a 1600-series PCC car. Trip will begin at 9 a.m. at P&LE terml., will cover Beltzhoover, Library, Drake. 38A, Mt. Lebanon-Beechview lines, and others yet to be determined. Fare, $4 in advance, $5 on car. Penna. Ry. Museum Assn., c/o R. L. Bowker, 102 Woodside Rd., Pittsburgh, Pa. 15221.

May 26: Philadelphia trolley excursion, using air-electric car 2676. Trip will leave 63rd & Girard at 10:30 a.m., will cover routes 10, 15, 23, 36, 50. Fare, $5 in advance, $5.75 on car. Details from J. V. Engleman, 1002 Woodson Rd., Baltimore 12, Md.

June 1: Steam excursion from Toronto to Stratford and Palmerston, Ont., using CN 4-8-4 No. 6218. Many photo stops and movie runs. Details from Trip Committee, Upper Canada Ry. Society, Box 122, Terml. "A", Toronto, Ont., Canada.

June 1: Steam trip on Union Pacific from Denver to Yoder via Cheyenne, using 4-8-4 No. 8444. Lv. Denver 7 a.m., return 8:15 p.m. Fare $21.50, children $10.75, including meals. Tickets, details from NRHS Intermountain Chapter, Box 5181, Terminal Annex, Denver, Colo. 80217. In conjunction with this trip, Colorado RR. Museum will have open house and narrow-gage steam operation. Details with trip brochure or from Museum, Box 641, Golden, Colo. 80401.

July 4-7: "Silverton Safari" via Western Pacific, D&RGW to Durango, incl. ride on Silverton narrow-gage. Details from Arthur Lloyd, or Don Thrall, addresses above.

July 7: Steam trip on Jamaica, West Indies, using 4-8-0 No. 54 from Kingston on Port Antonio line. Details from Hon. Secretary, Jamaica Ry. Society, 27, Waterloo Ave., Kingston 10, Jamaica, West Indies.

Through Labor Day: Sunday and holiday trolley operation on Columbia Park & Southwestern, 1:00 to 6 p.m. Wide variety of cars in use. Details from CP&S Ry., 7100B Columbia Rd., Olmstead Falls, Ohio 44138.

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- **Suntan Khaki Drill**
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A striking and dashing jacket made for French officers stationed in Algiers, Senegal and other French African Colonies, each is marked "St. Ariel, Angers 1952," is comfortable, stylish and a solid bargain. Brand new, complete with 12" rear vent, wide 2" belt, handsome regimental-issue brass buttons. Specify size, S (perfect for women), M, L or XL. In limited supply, and very nice!

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This is a gem, first made famous by World War II pilots who found it not only an absolutely accurate timepiece, but a piece of equipment more valuable than a boxful of instruments—and it still is. Whether you like to fly, or drive sports cars, record your average speed per mile, or time the number of beers consumed in an hour, this will do the job. All 5 hands are machine-calibrated in Switzerland where the complete works are neatly turned out in two different factories, then assembled in a third. It is shock-resistant, antimagnetic, has an unbreakable mainspring, big sweep second hand, luminous dial and hands, golden-finished die-cast case, and a leather strap. No matter how you look at it, that's a big hunk of watch for only $12.95 plus 65c postage and handling. And it's fully guaranteed for 1 year! In every way, a solid buy!

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You don't have to cross the border to get one of these 18" blade machetes. War surplus (Army made 3 million in World War II), you can bush out a trail, clear a camp site, or fell a good-size tree with one. In sturdy canvas shield with belt clip, it's a solid buy for $2.95 plus 35¢ postage.

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Dr. Philip's Pipe

the only pipe in the world with these

REVOLUTIONARY FEATURES!

- Metal Cooling Ring
- Ceramic Bowl
- Moisture Trap

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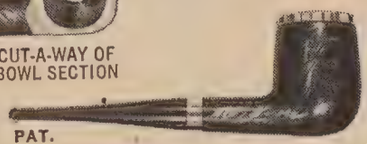

PAT.

- Metal Cooling Ring dissipates heat.
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- Moisture Trap absorbs condensation.
- Crafted of finest Mediterranean Briar.

"HOT TONGUE" GONE FOREVER

The exceptional coolness of this smoke is due to a combination of the latest findings in "thermal dynamics." The heat-dissipating retainer rings around the top of the bowls, and the air-space between the ceramic and briar bowls act as effective cooling elements.

NO "BREAKING IN"

The Dr. Philip's pipe needs no breaking in. The ceramic bowl provides the properties normally attained only by "seasoning" a wooden bowl by many less-than-pleasant smokings. It smokes absolutely dry—with the full aromatics of the tobacco coming through to please you. Tars and other distasteful by-products in the tobacco are trapped in the filter bowl.

NO SPITTLE PROBLEM

Another feature of the Dr. Philip's pipe is a moisture trap . . . simply and easily replaced without cost when you clean or replace the ceramic filter bowl.

NO REAMING OR STEM SWABBING

There is no caked, sodden tobacco at the bottom of a Dr. Philip's pipe to ream out, because the ceramic bowl insert eliminates it . . . (and for the same reason, there's no need for pipe-stem cleaning). Each ceramic bowl is good for at least 60 pipe-fulls. You may then replace it . . . or . . . hold it over a flame for a few minutes until the accumulated tars are burned off . . . then re-use it. Each pipe comes to you with 3 ceramic bowls.

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The Dr. Philip's pipe is handsome, slim, traditionally styled and feather-lite in weight. There's nothing "gimmicky" about the Dr. Philip's pipe . . . it has been designed for solid, smoking pleasure . . . not off-beat styling. It is crafted of finest Mediterranean Briar, the vulcanized bits and the complete assembly is done here by skilled artisans.

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The Dr. Philip's pipe is unconditionally guaranteed. AND . . . here is our free trial offer. For a period of 10 days you can smoke it . . . test it . . . judge it . . . compare it with any pipe on the market—and if for any reason at all you are not completely satisfied RETURN IT AND RECEIVE A FULL CASH REFUND.

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The Switch List

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GARY ALLEN, 2812 Tigertail Dr., Rossmoor, Calif. 90720, wants color slides PRR steam locos, steam era frt., pass. equip., yds., stations, etc.

HENRY ALVARADO, 2339 64th Ave., Oakland, Calif. 94605, sells 2 Shay, 1 Willamette catalogs. (SSE)

C. T. ANDREWS, 4231 SW 38th St., West Hollywood, Fla. 33023, sells 4x5, p.c.-size steam pix LV, CNJ, DL&W, RDG, D&T, L&NE, L&HR.

DEAN ARNOLD, 900 Dryden Rd., Ithaca, N.Y. 14850, trades 7/61 Trains, 6/62, 8/62 Mod. RRer for 4/59, 7/69 Trains, 3/63, 5/62 or earlier Mod. RRer.

FRED ARONE, 377 Ashford Ave., Dobbs Ferry, N.Y. 10522, buys colls. of rr. books, tts., keys, catalogs, passes, folders, etc., also ship and express items. Sells same. (SSE)

JOHN ATHERTON, Box 403, Millbrook, N.Y. 12545, sells NYC, NH pix. List 10¢ and SSE.

BERT BAKER, 1215 La Salle Ave., Minneapolis, Minn. 55403, wants tokens, tkts.

BOB BAKER, 20 Melfa Ave., CFB Petawawa, Ont., Canada will sell 16" steel Canadian steam loco bell, bracket. clapper.

CECIL BARRETT, 306 1st St., Saskatoon, Sask., Canada, sells size 116 photos of CN, CP, other Canadian rds. List and sample 50¢ cash (no stamps). Wants R&LHS Bull. 83, back issues Canadian RRer.

JOHN BARTH, Jr., 54 Popular St., Closter, N.J. 07624, sells pix and slides, diesel, steam, elec., E-L, LIRR, NYC, 50 other Jines. Movies also available. List 10¢.

ROYSTON BEATON, 109 Westbury Lane, Sea Mills, Bristol, England, sells unique rr. sound recordings. Sample, $3.

A.L. BLACKARD, 26706 Midland Rd., Bay Village, Ohio 44140, wants rr. lanterns, old brass cuspidors.

LARRY BOLT, 1609 Collins Ct., Fort Collins, Colo. 80521, wants SLSF pix, esp. steam, railroadiana.

MIKE BOYAR, Box 508, Bound Brook, N.J. 08805, sells 52 new rr. b&w postcards. (SSE)

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys FEC railroadiana, Fla. trolleyana. Wants RPO cancellations. Sells pix from off. negs., 8x10 sample set, $5.

D.W. BRAUN, 5290 Minerva Ave., Sacramento, Calif. 95819, sells photos, drawings, diagram bks. of Far Western rrs. Wants n.g. pix. List, 6¢ stamp.

JOHN BREMER, 2519 Northdale Blvd., Coon Rapids, Minn. 55433, wants pre-'50 pix NP diesels 104-106.

JIM CERVENANSKY, 3333 W. Ruskin St., Milwaukee, Wis. 53215, wants slides, movies, pix, info. on TMER&L and CNS&M; also CERA "Trolley Sparks" and Bulls. prior to 105.

TONY CITRO, 1452 Hamburg Turnpike, Wayne, N.J. 07470, seeks brass marker lights for Pullman car and famous train drumheads.

ED CLARK, 803 E. Jackson, Mexico, Mo. 65265, wants photos of Wabash pass. trains, esp. "City of Kansas City," No. 203-212.

LOUIS COTNOIR, 19 Buttercup La., West Medway, Mass. 02053, sells caboose oil lamps wired for electricity, $25.95 plus $1 shipping.

G. CRANE, 3109 Markridge, Sarasota, Fla. 33581, will sell 10½" dinner plate from MP lines.

STAN CREWS, Rt. 7, Box 797, Pensacola, Fla. 32506, sells back issues Trains, Ry. Review, Ry. Progress, Mod. Tramway, etc.; also trolley maps, tkts. (SSE)

JIM DAVIES, 78 Warren Pl., Ridgewood, N.J. 07450, sells LI, B&O, C&O, N&W railroadiana, (Large SSE)

FRED DAVIS, 2042 Kenoma St., Glendora, Calif. 91740, trades, sells bldrs. plates, lanterns, other railroadiana. Buys switchmen's lanterns. (SSE)

LYNN DAVIS, Rte. 1, Box 208, La Fontaine, Ind. 46940, will buy or trade 8x10 pix or negs. for negs. of NYC 1000-1043, 1600-1635, 3700-3804, 4100-5105, PRR 5770-5787, 5810-5834.

D.L. DAVISON, 6419 SE 72 St., Portland, Ore. 97206, buys looseleaf pgs. for "Lines of Pacific Elec" Spl. 16: supp. 2, Nthn. Dist., pp. 4c-4n, 6c-6f, 10c-10d, 12c-12d; supp. 3, Wstn. Dist. pp. 42a-42p, 66a-66b, 68a-68b.

FRANK DELARM, 359 Glen Oak Rd., Venice, Fla. 33595, sells New England rr. stocks, bonds. List, sample 25¢.

VINCENT DESANTIS, 196 Carbon St., Paterson, N.J. 07522, buys pix, negs. of Erie, NYO&W, NYS&W, L&NE. Buys Susq. reflectors.

RAY DESCHENES, 603 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP. List 20¢. Buys. sells CN, CP, TH&B steam negs.

BERT DOCKALL, 607 W. Cameron Ct., Rockdale, Tex. 76567, buys, trades for switch keys.

C.S. EGEL, 7527 N. Seeley Ave., Chicago, Ill. 60645, wants clear, sharp pix RDG P5e 4-4-2 camelback for detail modeling.

JACK FESCO (retired SP engr.), 4309 Edenhurst Ave., Los Angeles, Calif. 90039, sells 10x24" photos in transparent oil colors of SP 4-8-4 Daylights. (SSE)

WM. FRANTZ, 1905 S. Orange, Sarasota, Fla. 33579, sells, buys, trades rr. lamps, lanterns, globes, parts. (SSE)

A.H. FRAZELL, 401 S. Maple Ave., Oak Park, Ill. 60302, sells new CRI&P monogrammed dining car linens. (SSE)

TED GAY, 6 Northview Dr., Morris Plains, N.J. 07950, sells p.c.-size steam negs., 35 mm orig. color slides indus., logging rrs. No list. (SSE)

LIL GOODMAN, Box 17165, Chicago, Ill. 60617, sells ACL silver bread trays. List of other marked silverware, free.

GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells 3½x5 color pix PTC, PSTC, Boston, PSCT, TTC, SHRT, TARS, Pittsburgh, LA, SF Muni, etc. List free.

BRYAN GRIEBENOW, 11320 Bayla St., Norwalk, Calif. 90650, wants diesel negs. SP 10-11, 17, 206 (1st), 300's, MW 593, 1002-1003, 1091, 1700-1867, 5294-5307, 5336-5338, 5445-5448, 1903, 4900's, 6000's.

W.F. HALDERMAN, Jr., Tr. 29, Titusville, N.J. 08560, wants info., emp. tts., rulebks, pix of L&NE.

DAVE HAMLEY, 121 LaCrosse St., Pittsburgh, Pa. 15218, seeks Westinghouse Elec. publ. 1994 on diesel-elec. locos, info. on Baldwin pre-'37 gasoline, diesel locos.

GRAHAME HARDY, Box 622, Carson City, Nev. 80701, buys, sells railroadiana, Americana, Western, etc. Auction sales by mail. Big list 10¢.

MIKE HARRINGTON, 916 Wayne St., Erie, Pa. 16503, sells slides Pitts. PCC's. List sample 25¢.

WM. HEDRICH, Hedrich Radio, Fergus, Ont., Canada, wants pix CP, CN steam around Fergus.

JON HEIM, 551½ E. Alcott St., Philadelphia, Pa. 19120, will sell pre-1900 MKT stock certs., Trains Vol. 12, Atwoods Catalog of Transp. Tokens.

WILMER HENDRICKS, Orchard Rd., MR 1, Perkasie,, Pa. 18944, buys 35mm color slides early Rdg. diesels.

SCOTT HILL, 2121 Val Deras Dr., Glendale, Calif. 91208, collects rr. pix, clippings, other railroadiana.

S.SGT. D.L. HODES, USMC, 1418634, HG Co., 6th Marine Rgt., 2nd Marine Divn., FMF, Camp Lejune, N.C. 28542, wants 8mm movies of LVT, esp. Easton Ltd., Phila. Ltd.

WM. HOFFMAN, Jr., 326 S. East Ave., Baltimore, Md. 21224, sells 5x7 pix steam on GN, NP, SP, Sierra, TS, etc. List 10¢.

H.R. HOWARD Jr., 34620 Ave. G., Yucaipa, Calif. 92399, will sell Ry. Age '50-'67, '47-'49 statistical, frt., psgr. annuals.

R. HUBERT, 24 Benham St., Torrington, Conn. 06790, sells p.c.-size pix NYNH&H, B&M diesels. (SSE) Gene Anderson, please write.

BOB HULSEY, Murrayville, Ga. 30564, wants info., pix, etc. on Middle Fork RR.

WILSON JONES, 105 Fairmont Ave., Hackensack, N.J. 07601, trades Erie and D&H steam negs. or pix 5x7, 8x10.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells old issues Railroad Magazine, Trains, etc. Buys collections of same, good cond.

ED KANAK, 2400 Orchard Pl., New Brighton, Minn. 55112, wants color slides GN, NP, SP&S, ATSF, WP, SP, ACL purple.

KEN KERR, 4346 Fisher St., Kansas City, Kan. 66103, will sell set of 28 color metal rr. nameplates or trade for switch keys.

DAN KIRCHNER, 7740 Littlefield St., Dearborn, Mich. 48126, buys railroadiana.

BRIAN KISS, 40 Rugby Rd., Brooklyn, N.Y. 11226, sells '67 TH&B emp. tts., other railroadiana.

DON KISSICK, 204 Fulton St., Lacon, Ill. sells parts catalogs from CSS&SB, etc. locos.

men's mart

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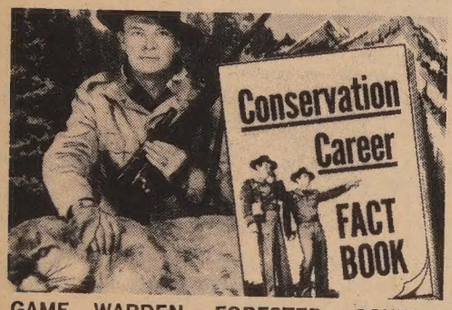

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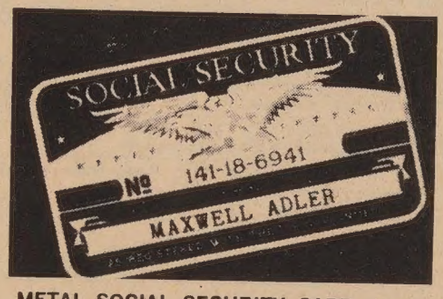

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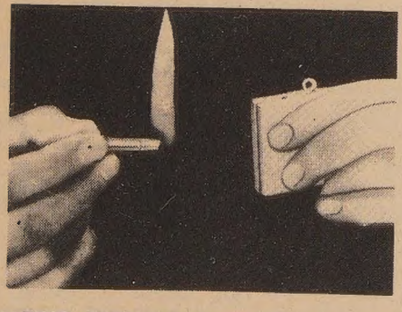

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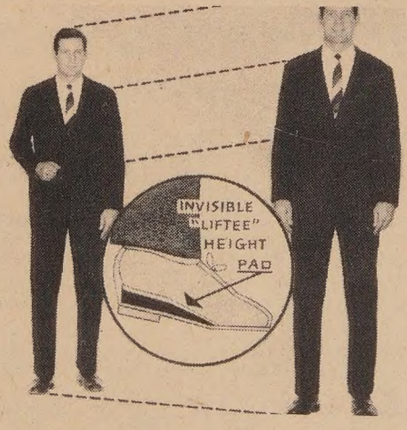

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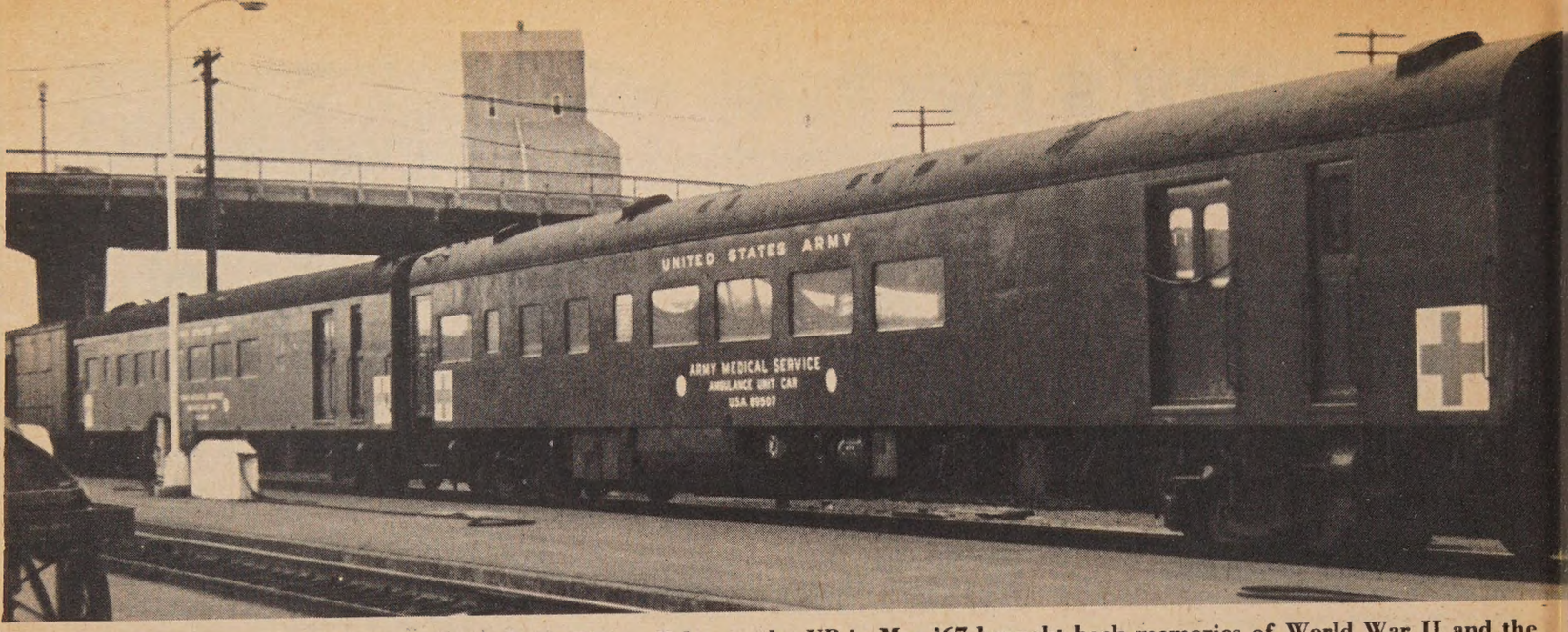
205 East 42nd St., New York 10017



Ambulance cars rolling through North Platte, Neb., on the UP in May '67 brought back memories of World War II and the Korean War.

Jim C. Seacrest, 2101 Birchwood Rd., North Platte, Neb. 68101

PETE KLAPPER, 16-26 Alden Terr., Fairlawn, N.J. 07410, buys, trades for orig. slides of C&NW, MP, C&O, NM, NYC, NYO&W, SOU BL2's, FA's, PA's and FT's.

C.M. KNOLL, 120 Coolidge Ave., Spencerport, N.Y. 14559, wants postwar NYC calenders.

LARRY LAU, RD 2, Center Valley Pa. 18034, buys Monon, IC Iowa Divn. railroadiana.

TOM LAWSON, 2533 Montevallo Rd., Birmingham, Ala 35223, sells 616-size negs. of southern shortline, indus. road diesels. List, 10¢.

FRANK LEMOINE, 10 Colbert Ave., Maynard, Mass. 01754, wants negs., pix steam on B&B, PRR, NYC, MEC. GRT, SP, GN, FEC, NYNH&H. Wants mdl, rr. rosters.

S.S. LEVINE, 4115 Lyman Rd., Toledo, Ohio 43612, sells color, b&w pix locomotives and other exhibits at Pioneer Village in Minden, Neb.

ROGER LINK, Box 3231, Altus AFB, Okla. 73521, sells 35mm. slides, prints, of steam and diesel. (SSE)

ELVIN LIQUE, 1501½ 2nd St., Wausau, Wis. 54401, buys 35mm color slides GN blue SD45's, SOO U3OC's, esp. on Somerset, Wis., trestle.

JOHN LOOP, 151 San Jacinto Ave., San Jacinto, Calif. 92383, buys, trades pix military rr. armoured cars.

BOB LORENZ, 1939 Whittaker Dr., Fremont, Ohio 43420, sells orig. 2¼"-sq. rr. slides, odds & ends. (SSE)

BILL LOUIE, 1606 Rose St., Berkeley, Calif. 94703, wants pix, slides, dwgs. of SOU PS-4.

SCOTT LUNDIE, 1936 Burlington, St. Petersburg, Fla. 33713, buys kerosene rr. lanterns, marker lamps, rr. shaving mugs, good cond.

DICK MAGUIRE, 11 Baker Rd., Reading, Mass. 01867, sells '58, '61-'67 Railroad Magazine, excellent cond.

D.B. MARTIN, 100-C Webster, Palo Alto, Calif., trades rr. hardware for rr., steamship annual passes.

J.M. McCLURE, 1211 Benton Ave., Neosha, Mo. 64850, buys 7/36, 8/36, 7/46, 8/46 Off. Guides, good cond.

K.C. McDANIEL, Box 1118, Atlanta, Ga. 30301, sells tts., framed loco pix, chrome plated rr. spikes, etc. (SSE)

J.M. McFADDEN, 271 N. Monterey Rd., Palm Springs, Calif. 92262, buys sw. keys, locks.

M.B. MILL, Kapiti College, Raumatic Beach, New Zealand, sells N.Z. Rys. steam, diesel, and electric color slides and prints. List free.

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, wants back issues Railroad Magazine, AF catalogs '25-'36.

OLIVER MILLER, 502 52nd St., Altoona, Pa. 16602, wants info., pix, slides, transfers, etc. of Altoona & Logan Valley Elec. Ry.

JOHN MONAHAN, Veterans Home of Calif., Yountville, Calif. 94599, wants 8x12 to 10x14 b&w, color pix SP steam.

K.W. MOORE, 111 Galahad, Borger, Tex. 79006, sells, trades tts., emp, tts., rule bks., back issues rr. mags. (SSE)

T.S. MOORE, 3 Lincoln Lane, Simsbury, Conn. 06070, buy no. plates, bldrs. plates, a throttle.

PAUL MORGAN, 415 E. 28th St., Pittsburgh, Kan. 66762, sells railroadiana. (SSE)

JIM MORRISON, 1005 D St., Omaha, Neb. 68107, buys, trades for KCS, L&A tts., emp. tts., color slides, 120, 116 size negs., diagram bks. of steam, diesels and psgr. cars.

JOHN MOSHER, 1728 Mayfair, Emporia, Kan. 66801, will buy MKT dining car place setting.

D.K. MOSHER, Box 83, Laprairie, Que., Canada, buys, trades emp. tts.

BILL MURDOCK, Box 383, Cocoa, Fla. 32922, wants good pic of telegraph key.

BILL MYERS, 50-31 Newtown Rd., Woodside, N.Y. 11377, buys 16mm movies of trolleys. Trades slides of elec. traction.

GENE MYSZKOWSKI, Box 255A, Otego, N.Y. 13825, sells NYO&W shipping papers.

W.B. NAYLOR, Box 76, Long Pine, Nebr. 69217, sells postcards showing steam locos, trs.

PAUL NELSON, Box 276, Roland, Iowa 50236, buy tts.

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, sells railroadiana. List, 10¢ Sells history of Hudson Valley Ry. (Elec.)

W.R. OSBORNE, 1019 SE 12th Ave., Deerfield Beach, Fla. 33441, sells p.c.-size steam pix. RDG, DL&W, LV, D&H, Erie, C&NW, W&LE, WAB, etc. (SSE)

MAC OWEN, Box 455, Kemah, Tex. 77565, trades, buys slides, 16mm movies pre '60 steam, early diesels.

JOHN PARKER, RR 1, Box 106G, Aiken, S.C. 29801, sells 35mm negs. Print list, 25¢.

BENARD PERCH, White Haven, Pa. 18661, wants 6" dia. loco chime whistle, 25-30 hp 2 cyl. marine steam engine.

LES PLANT, 6126 167th Pl. S.W. Edmonds, Wash. 98020, sells whistles, bldrs. plates, no. plates, etc. (SSE)

JORN POPOCZY, 3069 Ludlow Rd., Shaker Heights, Ohio 44120, sells 219 back issues Railroad Magazine, '41-'54, for best offer.

VINCENT PORRECA, 2702½ Grand Ave., Niagara Falls, N.Y. 14302, sells orig. color pix of diesels in n.e. to n.w. .US. (SSE)

K. PRATT, 9 Gilman St., Somerville, Mass. 02145, wants steam pix Napierville RR, Roberval & Saguenay, Alma & Jonquieres, Quebec & Oriental.

BILL RADCLIFFE, Jr., Box 375, Webster, Mass., trades 35mm pix for 35mm color slides of Steamtown 127 on fantrips.

WM. RAIA, 3319 N. Wolcott, Chicago, Ill. 60657, sells 8x10 pix C&NW steam name trs., Monon BL2's.

WAYNE REEDY, 1228 Congress St., Middletown, Ind. 47356, trades lanterns, locks, sw. keys for keys and dining car items.

WAYNE RHEINFIELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys rear-end loco lanterns, globes with rr. markings.

R.W. RICHARDS, Box 1189, Buffalo. N.Y. 14211, trades orig. 35 mm color slides of diesels of Buffalo area rrs. for those in your area.

ROD RIGHTER, 1551 Holland, Birmingham, Mich. 48008, wants DL&W pix, tts., emp. tts., railroadiana.

JOHN ROBERTSON, 808 E. Monroe, Mexico, Mo. 65265, buys steam loco whistles, bells, markers, fittings, switch lamps, pix, negs. of WAB, C&A.

O.L. SABETTO, 1717 Burgess Rd., Cleveland, Ohio 44112, will sell 7/53, 7/56, 7/59, 9/59 Off. Guides.

L.M. SANDERS, 414 Miller, Liberty, Mo. 64068, sells sw. keys, manuals, lanterns, tkt. case, tt. rack, etc.

JOE SEAMAN, Hauto Rd., Hometown, Tamaqua, Pa. 18252, wants tkts., tts., emp. tts., pix, slides of LV, CNJ, RDG, slides, color pix of name trs.

DICK SHORT, 2533 Rosewood Ave., Roslyn, Pa. 19001, sells size 616, 2¼x3¼, 620 negs., Kodachrome slides of eastern diesels, trolleys.

KURT SLAYTON, Box 12254, Tucson, Ariz. 85711, wants rr. emblems, decals.

D.J. SOBO, 3108 Purdue Ave., Los Angeles, Calif. 90066, sells, trades back issues Interurban Specials. (SSE)

W.E. STAUB, 30 E. 3rd St., Brooklyn, N.Y. 11218, wants PRR Keystone number plate, bldrs. plates, diesel roster.

DAVE STRAIGHT, 4390 Xenon St., Wheatridge, Colo. 80033, trades diesel negs, of UP, D&RGW, WM, SP, etc. for those of ATSF.

TONY SUDDJIAN, 1902 W. Pontiac Way, Fresno, Calif. 93705, wants pix, negs. Fresno Traction, Visalia Elec.

R.M. THOMPSON, 417 E. Byrd Blvd., Universal City, Tex. 78148, buys sw. keys, rr. stocks, emp. tts. Wants Quincy, Omaha & Kansas City railroadiana.

JOE TOTH, 1618 Mary St., Dallas Tex. 75206, sells books: "Rio Grande" (Beebe), "Diesels West" (Morgan), "Lines West" (Wood), all 3 for $20.

C.M. TREADWAY, 525 Cantrill St., Irvine, Ky. 40336, sells railroadiana and rr. relics. (SSE)

GEO. TURNBULL, 50 Newtonville Ave., Newton, Mass. 02158, wants 35mm slides B&M, MEC, NYC diesels, NYC elecs., BAR GP's.

HANK VOLKER, 14834 Elmwood Ave., Pierrefonds, Que., Canada, will sell 74 issues Railroad Magazine '38-'54 or will trade for Historical aviation bks.

A.F. VON BLON, Box 6422, Waco, Tex. 76706, wants tts., passes, pix, sw. keys, pamphlets, bks., mags. on Texas, southwest rrs.

ROB WEBB, 1238 New North Rd., Avondale, Aukland 7, N.Z., wants info. on Newfoundland n.g. rrs.

RAY WHITAKER, 2581 E. Central, Fresno, Cal. 93725, sells SP, etc. steam, diesel negs. List 10¢.

L.A. WHYTE, Box 1328, Station B, Ottawa, Ont., Canada, sells pix CN, CP steam. List, samples 25¢.

BOB WITHERS, 3606 3rd Ave., Huntington, W.Va. 25702, will sell '52 Lionel, AF catalogs, '48-'52 C&O Tracks Magazine.

Model Trading Post

A.S. BERNOUDY, 3201 Colorado Ave., Kenner, La. 70062, trades Kadee MKD-5 and 10 couplers for 1860 Hi- Baller's RO link and pin couplers.

CASE KOWAL, 6615 S. Bell Ave., Chicago, Ill. 60636, sells '24 Lionel ill. instruction book. Wants clockwork locos. (SSE)

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, wants AF wide gauge "Shasta" and 4696 steam type locos, '30's era.

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$17.25 AN HOUR... AS HIGH AS $828.00 IN A WEEK SPARE TIME OR FULL TIME

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NEW PATENTED MACHINE LETS YOU DO BRILLIANT JOB IN 20 MINUTES
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